



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

MEETING NOTICE

October 8, 2003

**STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA**

**5:30 P.M. Closed Session
6:00 P.M. Regular Meeting**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY
To improve the quality of life in Solano County by delivering
transportation system projects to ensure mobility, travel safety, and
economic vitality.**

Time set forth on agenda is an estimate. Items may be heard before or after the times designated.

ITEM

BOARD/STAFF PERSON

I. CLOSED SESSION:

1. PERSONNEL CLOSED SESSION pursuant to California Government Code Section 54957 et seq.; Executive Director Performance Review.

II. CALL TO ORDER – CONFIRM QUORUM

Chair Spring

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA (6:00 – 6:05 p.m.)

V. OPPORTUNITY FOR PUBLIC COMMENT (6:05- 6:10 p.m.)

Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act

(Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Kim Cassidy, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

STA Board Members:

Jim Spering, Chair City of Suisun City	Karin MacMillan, Vice Chair City of Fairfield	Pierre Bidou City of Benicia	Mary Ann Courville City of Dixon	Marci Coglianese City of Rio Vista	Len Augustine City of Vacaville	Dan Donahue City of Vallejo	John Silva County of Solano
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STA Alternates:

Michael Segala	Harry Price	Dan Smith	Gil Vega	Ed Woodruff	Rischa Slade	Pete Rey	John Vasquez
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- VI. EXECUTIVE DIRECTOR'S REPORT (6:10-6:15 p.m.) – Pg 1** Daryl K. Halls
- VII. PUBLIC HEARINGS (6:15-6:35 p.m.) – Pg** Daryl K. Halls
A. Regional Transportation Plan (RTP)/Comprehensive Transportation Plan (CTP).
Recommendation:
 Accept comments from the Public at the October 8, 2003 Public Hearing.
 – Pg 9
- B. Draft FY 2003-04 Disadvantaged Business Enterprise (DBE) Program** Jennifer Tongson
Recommendation:
 Accept comments from the Public at the October 8, 2003 Public Hearing.
 – Pg 11
- VIII. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC (6:35- 7:00 p.m.)**
- A. MTC Report**
- B. Caltrans Report** Yader Bermudez
- C. Future of Transit in Solano County**
 1. I-80/680/780 Transit Corridor Study Update Dan Christians
 2. Senior and Disabled Transit Study Update Robert Guerrero
- IX. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion
 (Note: Items under consent calendar may be removed for separate discussion.
 (7:00-7:05 p.m.) – Pg 15
- A. STA Board Minutes of September 10, 2003** Kim Cassidy
Recommendation: Approve minutes of September 10, 2003
 – Pg 17
- B. Approve Draft TAC Minutes of September 24, 2003** Kim Cassidy
Recommendation: Receive and file. – Pg 23
- C. FY 2002/03 Budget - Fourth Quarter Budget Report and Proposed Budget Adjustment** Daryl Halls/
 Nancy Whelan
Informational: Receive and file.
 – Pg 29
- D. Amendment #1 for Consultant Service Contract for Analysis of Measure E** Daryl Halls
Recommendation: Approve the following:
 1. Authorize the Executive Director to modify the agreement with

Smith Watts & Company for consultant services for an amount up to \$25,000, an increase of \$5,000 over the previous contracted amount.

2. Extend the term of the contract until December 15, 2003. – Pg 31

E. FY 2003-04 TDA Distribution for Solano County Mike Duncan
Recommendation. Accept the attached TDA Matrix for Rio Vista and Suisun City. – Pg 39

F. Cross State Bike Route Planning Study Robert Guerrero
Recommendation: Approve the Solano County Bicycle Route Segments for the Cross State Bicycle Route Study as specified in Attachment A.
– Pg 43

X. ACTION ITEMS - FINANCIAL
None

XI. ACTION ITEMS – NON FINANCIAL

A. Regional Transportation Plan (RTP) Update-Transportation 2030 Daryl Halls
Recommendation: Approve the following:
1. Request MTC add to the list of Goals for Transportation 2030 Plan, the goal of Congestion Relief/Reduced Travel Time.
2. Authorize the Executive Director to submit the list of new potential Track 1 candidate project (Attachment I) for evaluation by MTC using the recently adopted corridor performance measures.
3. Authorize the STA Chair to appoint a member of the STA Board to represent the STA at the special November 13th meeting of MTC's Planning and Operations Committee.
(7:05-7:10 p.m.) – Pg 47

B. Cordelia Truck Scales Relocation Study Mike Duncan
Recommendation: Approve the following:
1. Support Option 3, as identified in the Cordelia Truck Scales Relocation Study Draft Summary Report, as the preferred option for the locations of Truck Scales in Solano County.
2. Direct the Executive Director to schedule briefing with the Solano County Board of Supervisors whose districts are impacted by Option 3 and with other affected agencies.
(7:10-7:20 p.m.) – Pg 91

XII. INFORMATION ITEMS (7:20-7:40 p.m.)

A. Jepson Parkway Alternatives Dan Christians
Informational – Pg 97

- B. 6th Annual STA Awards Nominations** Janice Sells
Informational – Pg 101

(No Discussion Necessary)

- C. I-80/680/780 Transit Corridor Study – Status Report** Dan Christians
Informational – Pg 103
- D. Senior and Disabled Transit Study** Robert Guerrero
Informational – Pg 105
- E. Solano Comprehensive Transportation Plan and Needs Assessment Update** Dan Christians
Informational – Pg 107
- F. 2004 State Transportation Improvement Program (STIP)** Mike Duncan
Informational – Pg 111
- G. Unmet Transit Needs Process Status** Elizabeth Richards
Informational – Pg 115
- H. Legislative Update** Janice Sells
Informational – Pg 117
- I. Funding Opportunities Summary** Robert Guerrero
Informational – Pg 129

XIII. BOARD MEMBERS COMMENTS

XIV. ADJOURNMENT

Next meeting: November 12, 2003, Suisun City Community Center
5:00 p.m. STA Board Meeting
6:00 p.m. 6th Annual Awards Ceremony

NOTICE OF CLOSED MEETING OF THE
SOLANO TRANSPORTATION AUTHORITY

Pursuant to California Government Code Section 54957 et seq., the Solano Transportation Authority will hold a Closed Session on October 8, 2003 at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, California, beginning at 5:30 PM. More specific information regarding the Closed Session is indicated by the section(s) checked below:

1. **CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION**
 - Name of case (specify by reference to claimant's name, names of parties, case or claim numbers)
 - Case name unspecified (specify whether disclosure would jeopardize service of process or existing settlement negotiations):
2. **CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION**
 - Significant exposure to litigation pursuant to subdivision (b) of Government Code Section 54956.9 (specify number of potential cases):
 - Initiation of litigation pursuant to subdivision (c) of Government Code Section 54956.9 (specify number of potential cases):
3. **LIABILITY CLAIMS**
 - a. Claimant (specify name unless unspecified pursuant to Government Code Section 54961):
 - b. Agency claimed against:
4. **CONFERENCE WITH REAL PROPERTY NEGOTIATOR**
 - a. Property (specify street address or, if no street address, the parcel number or other unique reference of the real property under negotiation):
 - b. Negotiation parties (specify name of party, not agent): .
 - c. Under negotiation (specify whether instruction to negotiator will concern price, terms of payment, or both):
5. **PERSONNEL MATTERS**
 - Public Employee Appointment (specify title): _____.
 - Public Employment (describe position to be filled): _____.
 - Public Employee Performance Evaluation (specify position/title of employee being reviewed):
Annual Evaluation: Executive Director, Daryl K. Halls
 - Public Employee Discipline/Dismissal/Release.
6. **CONFERENCE WITH LABOR NEGOTIATOR**
 - Agency negotiator (specify name):
 - Employee Organization:
7. **LICENSE/PERMIT DETERMINATION**
 - Applicant(s) (specify number of applicants): _____.
8. **SAFETY OF PUBLIC FACILITIES OR THREAT TO PUBLIC SERVICES OR PERSONNEL** Consultation with (specify name of law enforcement agency and title of officer):

DATED: October 2, 2003



Clerk of the Board (signature)



MEMORANDUM

DATE: October 1, 2003
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – October 2003

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (*) notes items included in this month's Board agenda.

STA Board Hosts Public Hearings for the STA's CTP and MTC's RTP 2005 *

This month, the STA Board will be hosting a combined public hearing for the STA's Comprehensive Transportation Plan (CTP) and the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan, titled "Transportation 2030," update. During the months of September and October, the STA Strategic Planning staff is providing information presentations to all seven City Councils and the Solano County Board of Supervisors. Following the development of the draft CTP and the STA Board's development of its draft Track 1 submittal for the RTP, the STA Board will host a second public hearing.

Future of Transit in Solano County Presentations *

At the meeting, staff will be providing informational presentations on two important transit studies that collectively will help plan the future of countywide transit services in Solano County. Through the I-80/680/780 Transit Corridor Study, the STA is evaluating and planning for express bus and inter-city transit services and facilities throughout these three major corridors. The plan is being developed in partnership with the SolanoLinks Transit Consortium. The Senior and Disabled Transit Study is a parallel effort that is focused on assessing current countywide paratransit service and the development of a long term plan for senior and disabled transit service. This study is particularly timely with the projected 120% increase of senior residents (aged 65+) in Solano County over the next 25 years (an increase from 37,400 to 82,200).

Congress to Extend TEA 21 for Five-Months

On September 30th, President George Bush signed the five month Transportation Efficient Act for the 21st Century (TEA -21) extension, that will extend all surface transportation programs authorized by TEA 21 through February 29, 2004. According to our federal lobbyist (see attached memo from the Ferguson Group), it is predicted that the Congress will continue to approve a series of short-term extensions prior to coming to

agreement on reauthorization legislation. The delay in reauthorization leaves a cloud of uncertainty over future federal cycle funds and potential federal earmarks for projects such as the I-80/680/SR 12 Interchange and Jepson Parkway.

Public Hearing for Disadvantaged Business Enterprises (DBE) *

On an annual basis, the STA updates its DBE plan and goal. This is a prerequisite before utilizing federal transportation funds for consultant services. This month, the STA will host the public hearing and then staff (Jennifer Tongson) will agendize the adoption of the FY 2003/04 DBE plan and goal for the STA Board at a future meeting.

Caltrans Does Not Award FY 03/04 SP&R Grants for SR 113 and Rio Vista Bridge Studies

Last week, Caltrans District IV Planning staff notified STA staff at the STA TAC meeting that Caltrans Headquarters had not recommended FY 2003/04 State Planning & Research (SP&R) grants for either the SR 113 Major Investment Study or the Rio Vista Bridge Assessment Study. District IV staff is supportive of both of these studies and interested in resubmitting them in January 2004 for consideration for FY 2004/05 SP&R grant funding. On September 30th, Dan Christians, Mike Duncan and I met with Caltrans District IV's new Deputy Director of Planning, Dana Cowell, to discuss the Rio Vista Bridge study and potential future alignments. Caltrans staff has agreed to develop a scope of work for the study. In order to increase the potential for SP&R funding, staff will contact MTC, the Sacramento Council of Governments (SACOG), and San Joaquin Council of Governments to request their support for the grant application. Caltrans District IV staff will request support from Caltrans District's III and X. Due to the impact on three regions, it appears that this study has a greater potential to receive a future SP&R grant than the SR 113 MIS. Staff has been meeting with Caltrans District IV's Project Management, Design and Maintenance Divisions, and the City of Dixon on SR 113. Staff will follow up with Caltrans to develop some options for funding the SR 113 MIS.

STA to Announce Nominations for 6th Annual Awards Program *

On October 2, the Executive Committee is scheduled to review the nominations for the STA's 6th Annual Awards Program. The Executive Committee will be reviewing a total of thirty-one nominations in nine separate categories. The nominees will be announced at the Board meeting. The award winners will be announced at the 6th Annual Awards Program on Wednesday, November 12th, at the Joseph Nelson Community Center in Suisun City.

FY 2002/03 Fourth Quarter Budget Report *

Included with this month's Board agenda is the FY 2002/03 Fourth Quarter Budget Report prepared by Nancy Whelan, our financial consultant. The report highlights that agency expenditures are tracking as budgeted. This month, Kim Cassidy, Administrative Services Director, the City of Vacaville accounting staff, and management staff have closed the books for FY 2002/03 in preparation for the Annual Audit. This is scheduled to begin in late October and the results of the Annual Audit will be presented to the Board in December.

Executive Director's Memo
October 1, 2003
Page 3

SNCI Program Starts Second Travis AFB Vanpool

In September, Yolanda Dillinger and the SNCI Program started a second vanpool from Sacramento to Travis Air Force Base. Five new vanpools were started with two benefiting from the Vanpool Incentive Program. In addition to the vanpool to Travis, the other vanpools are from Fairfield to Richmond, Vacaville to San Quentin, Vallejo to Rancho Cordoba, and Vallejo to Tracy.

STA Lands FTA Grant for Two Vans for Solano Paratransit

Last week, the STA staff was notified by the California Transportation Commission (CTC) that the STA's application for two Solano Paratransit vehicles was included on the recommended list of projects for the Federal Transit Administration (FTA) Elderly and Disabled Transit Program.

Attachments:

Attached for your information are any key correspondence, the STA's list of acronyms and an update of the STA meeting calendar. Transportation related newspaper articles will be included with your Board folders at the meeting.

Attachment: Attachment A. Ferguson Group's Federal Transportation Report

The Ferguson Group, LLC

1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94559
 Phone (707) 254-8400 ♦ Fax (707) 254-8420

October 1, 2003

Memorandum

To: Solano Transportation Authority City of Fairfield
 City of Vacaville City of Vallejo

From: Mike Miller

Re: Client Report

The following is an update on the status of federal transportation legislation and specific funding requests submitted by Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo. Our projects are:

- 80/680 Interchange
- Vallejo Station
- Jepson Parkway
- Fairfield/Vacaville Station

Capitol Hill Update.

Today is the first day of the federal Fiscal Year 2004. Congress has passed and the President has signed only three of the 13 annual appropriations bills for FY 2004; the Transportation Appropriations bill is not among the completed bills. Congress passed a continuing resolution allowing those agencies without a budget – including the Department of Transportation – to continue operations until at least October 31, the new target adjournment date for Congress.

The House of Representatives has named conferees to the House/Senate Transportation Appropriations Conference Committee. Unfortunately, the Senate has not passed its version of the FY 2004 Transportation bill yet and therefore has not named its conferees. It is likely that the Transportation bill will be part of an omnibus appropriations bill including many of the 10 remaining appropriations bills.

As previously reported, the House Appropriations Committee earmarked \$700,000 for the Fairfield/Vacaville Station project. In addition, our House delegation is still working to secure an earmark for the Vallejo Station project when the bill goes to the House/Senate Conference Committee.

On T3, Congress passed and the President signed yesterday legislation extending TEA-21 funding at current levels at least through February 29, 2004. T3 is unlikely to surface again until late January 2004.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Interstate 80 / 680 Interchange Project	T3 request \$50 million.	T3 markups pending in House & Senate. T21 extended through February 29, 2004.
Vallejo Station	T3 request \$10 million. FY04 \$10 million request – Transportation Appropriations – Ferry & Ferry Facilities Account.	T3 markups pending in House & Senate. T21 extended through February 29, 2004. No earmark in House bill. No earmark in Senate bill. Working to secure earmark in Conference Committee. Conference Committee pending.
Jepson Parkway Project (I-80 Reliever Route)	T3 request \$23 million.	T3 markups pending in House & Senate. T21 extended through February 29, 2004.
Fairfield – Vacaville Station	T3 request \$16 million. FY04 \$4.8 million request – Transportation Appropriations – Bus & Bus Facilities Account.	T3 markups pending in House & Senate. T21 extended through February 29, 2004. \$700,000 earmark in House bill. No earmark in Senate bill. Conference Committee pending.

Solano Transportation Authority
Acronyms List
Updated 9/30/03

ABAG	Association of Bay Area Governments	ISTEA	Intermodal Surface Transportation Efficiency Act
ADA	Americans with Disabilities Act		
APDE	Advanced Project Development Element (STIP)	ITIP	Interregional Transportation Improvement Program
AQMP	Air Quality Management Plan	ITS	Intelligent Transportation System
BAAQMD	Bay Area Air Quality Management District	JARC	Jobs Access Reverse Commute
BAC	Bicycle Advisory Committee	JPA	Joint Powers Agreement
BCDC	Bay Conservation and Development Commission	LTA	Local Transportation Authority
		LEV	Low Emission Vehicle
CALTRANS	California Department of Transportation	LIFT	Low Income Flexible Transportation
		LOS	Level of Service
CEQA	California Environmental Quality Act	LTF	Local Transportation Funds
CARB	California Air Resource Board		
CCTA	Contra Costa Transportation Authority	MIS	Major Investment Study
CHP	California Highway Patrol	MOU	Memorandum of Understanding
CIP	Capital Improvement Program	MPO	Metropolitan Planning Organization
CMA	Congestion Management Agency	MTC	Metropolitan Transportation Commission
CMAQ	Congestion Mitigation and Air Quality		
CMP	Congestion Management Program	MTS	Metropolitan Transportation System
CNG	Compressed Natural Gas	NEPA	National Environmental Policy Act
CTA	County Transportation Authority	NCTPA	Napa County Transportation Planning Agency
CTC	California Transportation Commission		
CTEP	County Transportation Expenditure Plan	NHS	National Highway System
CTP	Comprehensive Transportation Plan	OTS	Office of Traffic Safety
DBE	Disadvantage Business Enterprise	PCC	Paratransit Coordinating Council
DOT	Federal Department of Transportation	PCRP	Planning and Congestion Relief Program
EIR	Environmental Impact Report	PDS	Project Development Support
EIS	Environmental Impact Statement	PDT	Project Delivery Team
EPA	Federal Environmental Protection Agency	PMP	Pavement Management Program
		PMS	Pavement Management System
		PNR	Park and Ride
FHWA	Federal Highway Administration	POP	Program of Projects
FTA	Federal Transit Administration	PSR	Project Study Report
GARVEE	Grant Anticipation Revenue Vehicles	RABA	Revenue Alignment Budget Authority
GIS	Geographic Information System	REPEG	Regional Environmental Public Education Group
HIP	Housing Incentive Program	RFP	Request for Proposal
HOV	High Occupancy Vehicle	RFQ	Request for Qualification
		RTEP	Regional Transit Expansion Policy

RTIP	Regional Transportation Improvement Program	TMTAC	Transportation Management Technical Advisory Committee
RTMC	Regional Transit Marketing Committee	TOS	Traffic Operation System
RTP	Regional Transportation Plan	TRAC	Trails Advisory Committee
RTPA	Regional Transportation Planning Agency	TSM	Transportation Systems Management
SACOG	Sacramento Area Council of Governments	UZA	Urbanized Area
		VTA	Valley Transportation Authority (Santa Clara)
SCTA	Sonoma County Transportation Authority	W2Wk	Welfare to Work
SHOPP	State Highway Operations and Protection Program	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SNCI	Solano Napa Commuter Information	YSAQMD	Yolo/Solano Air Quality Management District
SOV	Single Occupant Vehicle		
SMAQMD	Sacramento Metropolitan Air Quality Management District	ZEV	Zero Emission Vehicle
SP&R	State Planning and Research		
SRITP	Short Range Intercity Transit Plan		
SRTP	Short Range Transit Plan		
STA	Solano Transportation Authority		
STAF	State Transit Assistance Fund		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
TAC	Technical Advisory Committee		
TANF	<i>Temporary Assistance for Needy Families</i>		
TAZ	Transportation Analysis Zone		
TCI	Transit Capital Improvement		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TEA	Transportation Enhancement Activity		
TEA-21	Transportation Efficiency Act for the 21 st Century		
TDM	Transportation Demand Management		
TFCA	Transportation for Clean Air Funds		
TIP	Transportation Improvement Program		
TLC	Transportation for Livable Communities		

STA MEETING SCHEDULE (For The Calendar Year 2003)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Oct. 29	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Oct. 29	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
Nov. 12	5:00 p.m.	STA Board Meeting	Suisun City Hall	X
Nov. 12	6:00 p.m.	STA 6 th Annual Awards	Suisun City Community Center	X
Nov. 14	TBD	Alt. Modes Subcommittee	STA Conference Room	
Nov. 21	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
Nov. 24	9:00 a.m.	Transit Subcommittee	STA Conference Room	X
Dec. 3	1:00 p.m.	Arterials/Highways and Freeways Subcommittee	STA Conference Room	X
Dec. 4	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Dec. 5	TBD	Alt. Modes Subcommittee	STA Conference Room	
Dec. 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec.	TBD	Solano Links Intercity Transit Consortium	STA Conference Room	
Dec.	TBD	Technical Advisory Committee	STA Conference Room	

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DATE: October 1, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/ Director of Planning
RE: Public Hearing on Regional Transportation Plan (RTP) and Comprehensive Transportation Plan Updates

Background:

Every two to three years, MTC prepares an update to the Regional Transportation Plan (RTP). Earlier this year, MTC released a schedule for the new RTP now being called Transportation 2030.

The update of the Solano Comprehensive Transportation Plan (CTP) is also underway. Based on the input received for the CTP, staff will be preparing a list of new and revised projects for incorporation into the new RTP. The CTP is expected to be adopted by March or April 2004 and the RTP in January 2005.

As part of the planning process, MTC will be holding public workshops and has requested the Congestion Management Agencies to help facilitate the public participation process within their respective counties.

Discussion:

A notice will be published in the Daily Republic, Vallejo Times and Vacaville Reporter inviting the public to attend this meeting. STA staff and MTC staff will have various displays in the foyer of the Suisun City Hall starting at 5:30 p.m. prior to this STA Board meeting when the public will have the opportunity to informally ask staff any questions on the transportation plan updates underway.

Then at the regular STA Board meeting starting at 6:00 p.m., the STA Board will provide the public with an early opportunity to provide input on both the Regional Transportation Plan (RTP) and Comprehensive Transportation Plans.

The public will have a further opportunity to review the updated recommendations when the Draft CTP is available at the February 12, 2004 STA Board meeting.

Fiscal impact:

None

Recommendation:

Accept comments from the public at October 8 public hearing.



DATE: September 29*, 2003
TO: STA Board
FROM: Jennifer Tongson, Projects Assistant
RE: Public Hearing for the Draft FY 2003-04 Disadvantaged
Business Enterprise (DBE) Program

Background:

The STA utilizes federal funds primarily for consulting work in traffic and environmental studies, marketing and public outreach. When federal funds are used to fund projects, Title 49 of the Code of Federal Regulations, Part 26 (49 CFR 26) requires that a Disadvantaged Business Enterprise (DBE) goal be included in the contract. The DBE goal is established on an annual basis, primarily to ensure nondiscrimination in the award and administration of federally funded contracts. The draft DBE goal must be approved by Caltrans, followed by a 30-day public review and 45-day public comment period. Comments made during this period may be incorporated into the DBE program before being approved by the STA Board, after which it is sent back to Caltrans for final approval. Federal funds are withheld for the fiscal year until a final DBE program is approved by Caltrans.

Discussion:

Determining a reasonable goal for DBE participation in STA contracts is a two-step process. The first step evaluates the relative availability of DBE firms willing to work in Solano County for the types of consultant work typically needed by the STA. Step 2 evaluates the STA's own contracting history for DBE participation and adjusts, if necessary, the base figure determined in Step 1.

Based upon the two-step process, STA staff determined the draft DBE Goal for Federal Fiscal Year (FFY) 2003-04 should be 5.4%. (See Attachment A.)

In September, Caltrans approved the draft DBE program and notified the STA to begin the public comment process. Public notices were published in the local newspapers on September 22, 2003 for a 30-day public review/45-day public comment period from the date of publication. The DBE program review period ends on October 21st, and the comment period ends on November 5th. Copies of the DBE program were distributed to all the public libraries in Solano County. As part of the public comment process, a public hearing is scheduled during the October 8th Board meeting. The comments received during the public hearing and the review and comments process will be evaluated to determine whether an adjustment to the goal is required. The final DBE Goal will be brought back to the STA Board for formal adoption, and then will be sent to Caltrans for final approval.

Fiscal Impact:

There is no fiscal impact. The DBE Program is intended to help DBE firms compete for federal contracts; however, they must be fully qualified and competitive for their services. The STA selects the most qualified firms for consultant services contracts. DBE consultants and sub-consultants must meet the same standards as all other firms competing for STA contracts.

Recommendation:

Accept comments from the public at the October 8, 2003 Public Hearing.

Attachment:

A. "Goal Setting Methodology," Draft FY 2003-04 DBE Program

GOAL SETTING METHODOLOGY

The Solano Transportation Authority (STA) is responsible for the planning, coordination, and financing of transportation projects for the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano. In addition, the STA provides countywide planning for the development of roads, transit, rideshare, rail, bicycle and pedestrian facilities. Other responsibilities include the management of Solano Paratransit and Route 30 transit services, and the Solano Napa Commuter Information (SNCI).

In accordance with Title 49 of the Code of Federal Regulations, Part 26 (49 CFR Part 26), an annual DBE goal must be established for contracts being awarded with federal funds. A two-step methodology process described in 49 CFR Part 26 must be used to determine the annual DBE goal. Step One of the methodology establishes a base figure for the relative availability of DBEs that are ready, willing, and able to participate in federally funded DOT-assisted projects. Step Two relies on the STA's knowledge of its contracting markets to determine if an adjustment from the base figure is needed. Each methodology is discussed in detail below.

Step One Process: Census Bureau Data and DBE Directory

The first stage in developing a DBE base goal is to develop a market area for which consultants have demonstrated an interest in working in Solano County. A review of STA and Solano County Transportation files on previous Request for Proposals and letters of interest were used to establish a market area. Because of its location, Solano County attracts consultants from both the Bay Area and Sacramento regions. The counties in the market area for which consultants are expected to participate in STA contracts are:

Alameda County	Contra Costa County	Marin County
Napa County	Placer County	Sacramento County
San Francisco County	San Mateo County	Santa Clara County
Solano County	Sonoma County	Yolo County

The second stage is to determine which categories of work the STA will be contracting out with federal funds. Over the last five years, the STA contracted out three projects with federal funds: 1) the Jepson Parkway (I-80 Reliever Route), 2) the I-80/680/780 Corridor Study (Segments 2-7), and 3) the Solano Countywide Trails Plan. These three projects were broken down according to their activities, and then matched with their respective Work Category Codes (WCC) used to identify DBE firms in the Caltrans DBE database. Once the WCCs were identified, they were then matched up to the appropriate Census 2000 County Business Pattern NAICS code.

WCC	WCC Description	NAICS	NAICS Description
C8703	Traffic Engineer	541330	Engineering Services
C8712	Public Relations	541820	Public Relations Agencies
C8720	Civil Engineering	541330	Engineering Services
J9510	Environmental Quality	541620	Environmental Consulting Services

The Step One goal, or base figure, is calculated by first dividing the number of certified DBE firms by the total number of firms. (See Attachment B.) This is performed for each county and each type of activity. The results are as follows:

Type of Activity	Ratio of DBE/Total
Traffic Engineering - WCC C8703 / NAICS 541330	2.1%
Public Relations - WCC C8712 / NAICS 541820	9.8%
Civil Engineering - WCC C8720 / 541330	2.9%
Environmental Quality - WCC J9510 / NAICS 541620	9.8%

The next step is to weight each work category as a percentage of the total amount of federal funds contracted out during the last five years. Weighting each category will assist in providing a more accurate Step One Base Figure.

Type of Activity	Weight
Traffic Engineering - WCC C8703 / NAICS 541330	30%
Public Relations - WCC C8712 / NAICS 541820	10%
Civil Engineering - WCC C8720 / NAICS 541330	30%
Environmental Quality - WCC J9510 / NAICS 541620	30%

Finally, the Step One Base Figure is calculated by multiplying the DBE ratios by their corresponding weights, summing the results for each activity, and taking its percentage. In other words:

$$\begin{aligned}
 &\text{Step One Base Figure} = \\
 &\quad \text{Traffic} \qquad \text{Public Relations} \qquad \text{Civil} \qquad \text{Env. Quality} \\
 &= (.021 * .30) + (.098 * .10) + (.029 * .30) + (.098 * .30)] * 100 \\
 &= (0.0063) + (0.0098) + (0.0087) + (0.0294)] * 100 \\
 &= \mathbf{5.4\%}
 \end{aligned}$$

The Step One Base Figure, weighted by type of work to be performed, is 5.4%.



DATE: September 29, 2003
TO: STA Board
FROM: Kim Cassidy, Clerk of the Board
RE: CONSENT CALENDAR (Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. STA Board Minutes of September 10, 2003.
- B. Approve Draft TAC Minutes of September 24, 2003.
- C. Fourth Quarter Budget Report.
- D. Amendment #1 for Consultant Services Contract for Analysis of Measure E.
- E. FY 2003-04 TDA Distribution for Solano County.
- F. Cross State Bike Route Planning Study.



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
September 10, 2003

II. CALL TO ORDER - CONFIRM QUORUM

Chair Sperring called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Jim Sperring (Chair)	City of Suisun City
Karin MacMillan (Vice Chair)	City of Fairfield
Mary Ann Courville	City of Dixon
Dan Smith (Member Alternate)	City of Benicia
Marci Coglianesse	City of Rio Vista
Len Augustine	City of Vacaville
Dan Donahue	City of Vallejo
John Vasquez (Member Alternate)	County of Solano

MEMBERS

ABSENT:

Pierre Bidou	City of Benicia
John Silva	County of Solano

STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Melinda Stewart	STA-Legal Counsel
Dan Christians	STA-Assist. Exec. Director/Director for Planning
Mike Duncan	STA-Director for Projects
Elizabeth Richards	STA/SNCI Program Director
Kim Cassidy	STA-Administrative Services Director/ Clerk of the Board
Janice Sells	STA-Program Manager Analyst
Anna McLaughlin	STA/SNCI-Program Manager Analyst
Robert Guerrero	STA-Associate Planner
Jennifer Tongson	STA-Projects Assistant

ALSO

PRESENT:

Yader Bermudez
Cameron Oakes
Morrie Barr
Kevin Daughton
Gary Cullen
Gian Aggarwal
Mark Akaba
Paul Wiese
Bernice Kaylin
James Williams

Caltrans
Caltrans
City of Fairfield
City of Fairfield
City of Suisun City
City of Vacaville
City of Vallejo
Solano County
League of Women Voters-Solano County
Vacaville Citizen

IV. APPROVAL OF AGENDA

On a motion by Member Alternate Vasquez, and a second by Member Coglianese, the STA Board unanimously approved the agenda with the addition of: supplemental Agenda Item VIII.J (Contract Amendment #9 to City of Vacaville for Administrative Services).

V. OPPORTUNITY FOR PUBLIC COMMENT

None provided.

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- Future of Highways/Freeways in Solano County Presentation.
- Local Roads Preventive Maintenance and Rehabilitation Funding Shortfall.
- STA Visits All Seven Cities and the County to Update CTP.
- Congestion Management Plan Updated.
- Route 30 Shows Increased Ridership.
- STA Staff Update.
- State Budget Update

VII. COMMENTS/UPDATE FROM STAFF, CALTRANS, AND MTC

A. MTC Report

None provided.

B. Caltrans Report

Yader Bermudez provided an update on the following projects: Carquinez Bridge, I-80 rehabilitation and the Benicia Bridge.

C. STA Report – Highways and Roads Presentation

1. Highways Presentation

Mike Duncan presented an analysis of the Highway system in Solano County and identified projects needed to meet current and future traffic demands. He provided an update of current projects including: I-80 Auxiliary Lanes, Jepson Parkway, SR 12

Truck Climbing Lane and SR 12 Safety projects. He presented existing problems, recommended future projects, and highway funding needs.

2. Local Road Preventative Maintenance Presentation

Mike Duncan discussed the Preventive Maintenance summary for local streets and roads, 25-year revenue projections and projected revenue shortfalls.

VIII. CONSENT CALENDAR

On a motion by Member Courville, and a second by Member Augustine, the Consent Calendar items A, B, D, E, F, G, H, I and J were approved in one motion. Vice Chair MacMillan and Member Alternate Smith abstained from the vote on Agenda Item VIII.A (Approve STA Board Minutes of July 9, 2003).

- A. Approve STA Board Minutes of July 9, 2003**
Recommendation: Approve STA Board Minutes of July 9, 2003.
- B. Approve Draft TAC Minutes of August 27, 2003.**
Recommendation: Receive and file.
- D. Contract Amendment #4 for Transit and Funding Consultant – Nancy Whelan Consulting**
Recommendation: Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Financial/Accounting Consultant Services until June 30, 2004 for an amount not to exceed \$40,000.
- E. Resolution to PERS Electing Participation Under the Public Employees’ Medical and Hospital Care Program**
Recommendation: Approve the resolution electing to be subject to the Public Employees’ Medical and Hospital Care Act and fixing the employer’s contribution for employees and the employer’s contribution for annuitants at specified amounts.
- F. Approval of FY 03-04 STA Benefits Summary**
Recommendation: Authorize the Executive Director to sign the Fiscal Year 03-04 STA Personnel Policies and Procedures Benefits Summary effective September 11, 2003.
- G. Request for Proposals for Main Street (Suisun City)/Union Street (Fairfield) Rail Crossing Feasibility Study**
Recommendation: Authorize the Executive Director to:
1. Release a Request for Proposal.
2. Award an engineering services contract for the Main Street/Union Street Feasibility Study not to exceed \$10,000.
- H. Request for Proposals for Travel Safety Plan Update**
Recommendation: Authorize the Executive Director to:
1. Release a Request for Proposal for the Update of the Solano Travel Safety Plan.
2. Award a contract not to exceed \$5,000 for the update.
- I. Selection of Countywide Pedestrian Plan (Phase 3c) Consultant**
Recommendation: Authorize the Executive Director to enter into a contract with Landpeople to complete the Countywide Pedestrian Plan (Phase 3c) for an amount not to exceed \$51,000..

- J. Contract Amendment #9 to City of Vacaville for Administrative Services**
Recommendation: Authorize the Executive Director to amend the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for FY 2003/04 for an amount not to exceed \$48,000.

On a motion by Member Alternate Vasquez, and a second by Vice Chair MacMillan, the STA Board approved the staff recommendation (7 yeas and Member Alternate Smith voting nay for Item VIII.C.)

C. Amendment to STA Personnel Policies and Procedures

Recommendation:

1. Amend STA's Personnel Policies and Procedures effective September 1, 2003 to include:
 - A. Addition of a monthly mileage allowance for department directors of \$200 per month.
 - B. Addition of a management leave policy of 80 hours per year for the Executive Director and department directors and 40 hours per year for other exempt employees.
2. Amend STA's Personnel Policies and Procedures effective October 1, 2003 to include:
 - A. Replace Lincoln's Birthday holiday with a third floating holiday.
 - B. Replace Washington's Birthday holiday with Presidents Day.
 - C. Approve initial performance review at six months of employment with subsequent reviews on an annual basis.
 - D. Approve Transmittal of Confidential Data Policy to STA's Policies and Procedures.

IX. ACTION ITEMS: FINANCIAL

None presented.

X. ACTION ITEMS: NON-FINANCIAL

A. I-80/680/780 Corridor Study – Near, Mid and Long Term Projects

Mike Duncan discussed the criteria and performance measures used to develop an analysis of the three freeway corridors. He noted that these performance measures will provide an indication of mobility, traffic operations characteristics, impacts, benefits and costs of each project.

He noted that the list of Mid -Term Projects were prioritized and were projects that could be completed by 2020 . The "Long Term Projects" were not yet prioritized.

Recommendation: Approve the projects and recommended priority for Mid-Term Projects as shown on Attachment A.

On a motion by Vice Chair MacMillan, and a second by Member Donahue, the STA Board unanimously approved the recommendation.

B. Draft 2003 Solano Congestion Management Program

Robert Guerrero provided an update on the 2003 Solano County Congestion Management Program and the timeline to complete the projects. He stated the draft CMP will be submitted to MTC for preliminary evaluation for consistency with the Regional Transportation Plan.

Recommendation: Authorize the Executive Director to submit the draft 2003 Solano County Congestion Management Program to MTC and other agencies for review and comment.

On a motion by Member Alternate Vasquez, and a second by Member Donahue, the STA Board unanimously approved the recommendation.

XI. INFORMATION ITEMS: No Discussion Necessary

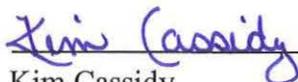
- A. Highway Projects Status Report
- B. Local Streets and Roads Update
- C. Regional Transportation Plan (RTP) 2030 Update
- D. Solano County's Comprehensive Transportation Plan and Needs Assessments Update
- E. CMP Consistency Review of Recently Submitted Development Projects
- F. Transit Route 30 Update
- G. Solano Napa Commuter Information FY 02/03 Year End Report
- H. Special Events Update
- I. Legislative Update
- J. Funding Opportunities Summary
- K. State Budget – Impact on Transportation

XII. BOARD MEMBER COMMENTS

XIII. ADJOURNMENT

The STA Board meeting was adjourned at 6:58 p.m. The next regular meeting is October 8, 2003 at 6:00 p.m. Location TBD.

Respectfully submitted,



Kim Cassidy
Clerk of the Board

10-2-03

Date:



Draft
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
September 24, 2003

1. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:33 p.m. in the Solano Transportation Authority Conference Room.

Present:

TAC Members Present:

Michael Throne	City of Benicia
Charlie Beck	City of Fairfield
Julie Pappa (Korve Engineering, Inc.)	City of Rio Vista
Gary Cullen	City of Suisun City
Gian Aggarwal	City of Vacaville
Mark Akaba	City of Vallejo
Charlie Jones, Jr.	County of Solano

Others Present:

Morrie Barr	City of Fairfield
Kevin Daughton	City of Fairfield
Clay Castleberry	City of Rio Vista
Ed Huestis	City of Vacaville
Paul Wiese	County of Solano
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Kim Cassidy	STA
Janice Sells	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Johanna Masielat	STA
Cameron Oakes	Caltrans
Moe Shakernia	Caltrans Local Assistance
Craig Goldblatt	MTC

II. APPROVAL OF THE AGENDA

On a motion by Charlie Beck, and a second by Michael Throne, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None provided.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans – None provided.

MTC – Craig Goldblatt provided a report on Unmet Transit Needs issues and the process for FY 2003-04.

STA – Jennifer Tongson noted the Disadvantaged Business Enterprise program due date for submittal to Caltrans.

V. CONSENT CALENDAR

On a motion by Julie Pappa, and a second by Charlie Beck the STA TAC unanimously approved the consent calendar with the exception of Agenda Item V.A. “Approve minutes of August 27, 2003” which was pulled for separate discussion

Recommendation:

- B. Funding Opportunities Summary.
- C. Updated STA Meeting Schedule for 2003.

On a motion by Charlie Beck, and a second by Michael Throne the STA TAC unanimously approved Agenda Item V.A with the following change: “Julie Pappa recused herself from vote on Agenda Item VI.C “I-80/680/780 Corridor Study-Mid Term Projects”

Recommendation:

- A. Approve minutes of August 27, 2003.

VI. ACTION ITEMS

**A. Regional Transportation Plan (RTP) Update-
Transportation 2030**

Daryl Halls provided a Regional Transportation Plan (RTP) Update reviewing goals, objectives, performance measures, fund estimates, competing interests/issues and commitments. He identified revenues for the Track 1 segment of the RTP, discussed goals for the Transportation 2030 plan and the proposed addition of Congestion Relief as the eighth goal.

Recommendation: Recommend to the STA Board the following:

1. Request MTC add to the list of Goals for Transportation 2030 Plan, the goal of Congestion Relief/Reduced Travel Time and 2. Approve the list of new potential Track 1 candidate projects for evaluation by MTC using the recently adopted corridor performance measures.

On a motion by Gian Aggarwal, and a second by Charlie Beck, the STA TAC approved the recommendation.

B. Truck Scales Relocation Study

Mike Duncan identified the technical analysis used to screen sites for physical size, impact of freeway operations and environmental flaws. He discussed the options for potential truck scale locations.

Recommendation: Recommend to the STA board the following:

- 1) Support Option 3, as identified in the Cordelia Truck Scales Relocation Study Draft Summary Report, as the preferred option for the locations of Truck Scales in Solano County.
- 2) Direct the Executive Director to schedule briefings with the County Supervisors whose districts are impacted by Option 3 and with other affected agencies.

On a motion by Gian Aggarwal, and a second by Charlie Beck, the STA TAC approved the recommendation.

C. TDA Distribution for FY 03-04

Mike Duncan reviewed a revised TDA Article 4/8 matrix with updated information provided by Rio Vista and Suisun City.

Recommendation:

1. Accept the attached TDA Matrix for Rio Vista and Suisun City.

On a motion by Michael Throne, and a second by Charlie Beck, the STA TAC approved the recommendation.

D. Cross State Bike Route Planning Study

Robert Guerrero summarized the Solano County Bicycle Route segments for the Cross State Bicycle Route Study.

Recommendation:

Recommend to the STA Board to approve the Solano County Bicycle Route Segments for the Cross State Bicycle Route Study as specified in Attachment A.

On a motion by Michael Throne, and a second by Gian Aggarwal, the STA TAC approved the recommendation.

VII. INFORMATION ITEMS

A. I-80/680/780 Transit Corridor Study – Status Report

Dan Christians provided a status report on the I-80/680/780 Transit Corridor study including: planning principles, service plan, estimates on number and location of Park & Ride lots and transit routes.

B. Senior and Disabled Transit Study Update

Robert Guerrero provided a status report on the Senior and Disabled Transit Study including study objectives, demographic trends, summary of public outreach, study timeframe, outreach efforts and responses.

C. Comprehensive Transportation Plan and Needs Assessment Update

Dan Christians reviewed the CTP outreach process, subcommittee calendar and plan elements.

D. Jepson Parkway Alternatives

Dan Christians discussed the project development work on the Jepson Parkway Project including preparation of a project-specific Environmental Impact Statement/Report (EIS/R), development of updated cost estimates, an updated funding plan and implementation of project segments with previous environmental clearances.

E. State Transit Assistance Funds (STAF) Program

Mike Duncan discussed developing a STA proposed 3-5 year program for Solano County for future STAF funds. He requested member agencies submit candidate projects/programs for consideration at a future date. The Intercity Transit Consortium will meet in October to begin formulating a multi-year program.

F. 2004 State Transportation Improvement Program (STIP)

Mike Duncan reviewed the STIP process schedule.

G. Unmet Transit Needs Status

Daryl Halls discussed the Unmet Transit Needs approval process and reviewed the hearing date for FY 03/04.

H. Legislative Update

Janice Sells provided an update on SB 916 (Perata) – Support – Toll Bridge Revenues and SB 1055 (Committee on Budget).

VII. ADJOURNMENT

The meeting was adjourned at approximately 3:20 p.m. The next regular meeting of the STA TAC is scheduled for October 29, 2003 at 1:30 p.m.



DATE: September 29, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
Nancy Whelan, Finance Consultant
RE: FY 2002/03 Budget – 4th Quarter Status Report and Proposed Budget Adjustment

Background

Each year, the Solano Transportation Authority (STA) develops its annual budget in cooperation with its eight member agencies. In June of 2002, the STA adopted a two-year budget (FY 2002/03 and 2003/04) for the operations and programs of the STA. In November of 2002, the budget was updated to include revised estimates of revenues and expenditures and to re-format the budget to better group the budget with the programs for which the STA is responsible. In April of 2003, the Board approved a second budget amendment to reflect salary savings and increased part-time staffing costs in the SNCI program and in June of 2003, a third amendment reflected a pass through of \$148,000 of federal earmark demonstration funds (TEA 21) to Suisun City for the design work for the Walters Road widening segment of the Jepson Parkway.

Discussion

Attached for your information is the 4th Quarter Status Report for the FY 2002/2003 budget. The STA's expenditures are tracking to annual budget expenditure estimates. Staff has completed a review of its estimated 25 revenue sources to ensure timely their timely reimbursements. In addition, staff has completed the closed out of revenue and expenditure accruals for FY 2002/03 in preparation for the STA's Annual Audit, scheduled for Oct 27 – Nov 3, 2003. It is anticipated that the results of the Annual Audit will be presented to the STA Board at the meeting of December 10, 2003.

Fiscal Impact

None. The 4th Quarter Status Report for FY 2002/03 is informational.

Recommendation

Receive and file.

Attachment: A. FY 2002/03 Budget – 4th Quarter Status Report

ATTACHMENT A

STA QUARTERLY FINANCIAL REPORT Fourth Quarter FY 2002-03 (100% of Year Complete)

July 1, 2002 - June 30, 2003
EXPENDITURES

	Approved Budget	YTD Expenditures	Remaining	% Used to Date
OPERATIONS				
STA Salaries and Benefits	789,330	740,805	48,525	93.9%
Part time, Overtime, Temps	20,000	4,262	15,738	21.3%
STA Services and Supplies	487,970	381,393	106,577	78.2%
Board Expenses	41,440	15,354	26,086	37.1%
SNCI Salaries and Benefits	270,851	273,570	-2,719	101.0%
SNCI Part time, Overtime, Temps	31,360	27,994	3,366	89.3%
SNCI Services and Supplies	124,882	149,729	-24,847	119.9%
Contribution to Reserve Account	50,000	50,000	0	100.0%
TOTAL, OPERATIONS	\$1,815,833	\$1,643,109	\$172,724	90.5%
STRATEGIC PLANNING				
Planning Management/Admin.	10,000	24	9,976	0.2%
Comprehensive Transportation Plan	75,000	57,497	17,503	76.7%
Model Development/Maintenance	480,000	309,038	170,962	64.4%
Expenditure Plan	216,000	162,902	53,098	75.4%
Countywide Pedestrian/Trails Plan	110,081	83,340	26,741	75.7%
Countywide Bicycle Plan	5,000	0	5,000	0.0%
Traffic Safety Plan Update	10,000	0	10,000	0.0%
Union St/Main St Feasibility Study	20,000	0	20,000	0.0%
Napa/Solano Rail Study	125,000	125,000	0	100.0%
Dixon/Auburn Rail Study	60,000	26,060	33,940	43.4%
Contra Costa/Solano Rail Study	65,000	50,000	15,000	76.9%
TOTAL, STRATEGIC PLANNING	\$1,176,081	\$813,861	\$362,220	69.2%
PROJECT DEVELOPMENT				
Project Monitoring	49,100	19,100	30,000	38.9%
Project Management/Administration	10,000	2,679	7,321	26.8%
I-80 Corridor Study (Segments 6-7)	26,050	26,050	0	100.0%
I-80/680/780 Corr Study (Seg 2-7)	710,700	91,514	619,186	12.9%
I-80/680/780 Corr Transit Study	250,000	29,539	220,461	11.8%
Senior and Disabled Transit Study	100,000	3,746	96,254	3.7%
TOTAL, PROJECT DEVELOPMENT	\$1,145,850	\$172,628	\$973,222	15.1%
CAPITAL PROJECTS				
Jepson Parkway	408,332	331,781	76,551	81.3%
I-80/680/12 Interchange PA/ED	1,327,000	1,226,940	100,060	92.5%
North Connector PA/ED	655,000	672,366	-17,366	102.7%
TOTAL, CAPITAL PROJECTS	\$2,242,332	\$2,231,087	\$11,245	99.5%
STA PROGRAMS				
Marketing Program	55,000	10,546	44,454	19.2%
SolanoLinks Marketing	35,000	15,480	19,520	44.2%
Events	32,000	28,860	3,140	90.2%
TFCA Air Quality Program	372,627	372,640	-13	100.0%
Abandoned Vehicle Abatement Prog	395,060	357,203	37,857	90.4%
TOTAL, STA PROGRAMS	\$889,687	784,729	104,958	88.2%
SNCI PROGRAMS				
Specialized City Services	10,000	0.00	10,000.00	0.0%
New Resident Outreach	10,000	775.82	9,224.18	7.8%
General Marketing Program	40,000	31,191.63	8,808.37	78.0%
Incentives	60,000	35,491.04	24,508.96	59.2%
Employer/Vanpool Outreach Prog	20,000	15,506.62	4,493.38	77.5%
On-line Campaign	15,000	4,867.55	10,132.45	32.5%
Guaranteed Ride Home Program	40,260	15,270.68	24,989.32	37.9%
BikeLinks Maps	14,075	13,586.08	488.92	96.5%
Bike to Work Campaign	10,000	9,934.60	65.40	99.3%
TOTAL, SNCI PROGRAMS	\$219,335	\$126,624	\$92,710.98	57.7%
TRANSIT PROGRAMS				
Solano Paratransit Operations	481,147	481,147	0	100.0%
Transit Route 30 Operations	141,800	141,800	0	100.0%
Transit Route 30 Capital	429,119	429,119	0	100.0%
Solano Paratransit Capital	346,796	346,796	0	100.0%
TOTAL, TRANSIT PROGRAMS	\$1,398,862	\$1,398,862	\$0	100.0%
LOCAL AGENCY PROJECTS				
Suisun City Amtrak Lot Improvements	591,000	295,920	295,080	50.1%
Capitol Corridor Prelim Station Design	113,364	12,075	101,289	10.7%
Vallejo Transit Capital	82,932	83,964	-1,032	101.2%
Local Transit Studies (FF, RV, Vallejo)	161,381	6,425	154,956	4.0%
Vallejo Solano Bikeway	58,800	58,800	0	100.0%
TOTAL, LOCAL AGENCY PROJECTS	\$948,677	\$398,384	\$550,293	42.0%
GRAND TOTAL	\$9,836,657	\$7,569,284	\$2,267,373	76.9%



DATE: September 25, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Amend #1 for Consultant Service Contract for Analysis of Measure E

Background:

The Solano Transportation Improvement Authority (STIA) developed and approved the expenditure plan for Measure E, a proposal to raise the county sales tax by ½ cent to fund this countywide transportation expenditure plan. On November 5, 2002, Measure E was supported by 60% of Solano County voters that cast their vote during the election, but failed to attain the 2/3 voter (66.7%) threshold of Solano County voters necessary for passage.

In support of this effort, the Solano Transportation Authority (STA) funded the following:

1. The Programmatic Environmental Impact Report (EIR) for the expenditure plan.
2. Consultants to assist in the development of the expenditure plan, public education effort, provide project cost estimates, and legal services.
3. A public information mailer and website describing the projects in the expenditure plan.

The private sector retained and funded separately a campaign consultant and pollster to guide the efforts of the Measure E campaign.

On March 12, 2003, the STA Board authorized the Executive Director to retain the Transportation Consulting firm of Smith, Watts & Company to provide an independent assessment of the Measure E election results and expenditure plan, and develop a public opinion poll to help the STA Board consider and assess several policy issues before determining whether to pursue development of another countywide expenditure plan in preparation for placing a new measure on the ballot for consideration by Solano County's voters.

D.J. Smith and his team of Max Besler and Jim Moore were part of the team responsible for the successful passage of Riverside County's Measure A, the renewal of its ½ cent sales tax for transportation in November of 2002. Riverside County was the only county in California (out of five that tried) to successfully pass a transportation sales tax in November 2002. None of the members of this team were involved in the development of the STA's expenditure plan and public information effort, or the Measure E campaign's polling. D.J. Smith's former partner, Will Kempton, was involved in STA's preparation of its expenditure plan.

Discussion:

The original scope of work for Smith, Watts & Company consisted of four primary tasks:

1. Community and Public Opinion Leader Survey
2. November 2002 Measure E Election Result Analysis
3. Baseline Voter Opinion Survey
4. Summary of Findings and Recommendations

Based on the scope of work and number of anticipated meetings, this contract was approved for a four month timeframe at a total cost of \$20,000. Since that time, the Local Funding Subcommittee (Len Augustine, Mary Ann Courville, John Silva and Jim Spering) and STA staff have been working with the lead consultant, D. J. Smith, to finalize the questions for the public opinion poll, develop the list of community and public opinion leaders, and to solicit and refine a list of locally submitted projects to be included with the poll questions. Concurrently, the Local Funding Subcommittee has determined that an expanded, more comprehensive public poll is warranted and the list of community meetings has been expanded to include a more detailed and expansive list of participants. At the recommendation of the consultant and staff, the Local Funding Subcommittee determined that it was prudent to delay the implementation of the public opinion survey until after the Governor's recall election is concluded.

Based upon the expanded scope of work and extended timeframe for the assessment study, the consultant has requested a minor amendment to their Consultant Contract to compensate them for the expanded work tasks and additional time commitment. If approved, this will extend the contract by five months and compensate the consultant for the expanded set of tasks. This item is scheduled to be reviewed by the Local Funding Subcommittee on October 8, 2003, just prior to the Board meeting. Staff is recommending Board approval of the proposed contract amendment.

Fiscal Impact:

The fiscal impact of this contract amendment is \$5,000 and can be funded out of the Services and Supplies section of the STA's FY 2003/04 budget.

Recommendation:

Approve the following:

1. Authorize the Executive Director to modify the agreement with Smith, Watts & Company for consultant services for an amount up to \$25,000, an increase of \$5,000 over the previous contracted amount.
2. Extend the term of the contract until December 15, 2003

Attachments:

Attachment A – Project Proposal from Smith, Kempton & Watts – dated 2/3/2003

Attachment B – Proposed Amendment #1 from Smith, Watts & Company – dated 9/5/03

Smith, Kempton & Watts

Consulting and Governmental Relations

FEB - 4 2003

February 3, 2003

Daryl Halls
Executive Director
Solano Transportation Authority
1 Harbor Way, Suite 130
Suisun City, CA 94585

Dear Daryl,

Pursuant to our meeting in December, and my research with both Jim Moore of J. Moore Methods (our pollster on Riverside County) and Max Besler of Townsend Raimundo Besler & Usher (the campaign consultant on Riverside County), our team would propose the following program for accomplishing an evaluation of Solano County's November 2002 ballot measure campaign and our assessment of the feasibility for a winning effort on a ballot measure in 2004.

Smith, Kempton & Watts would manage the overall effort and be the primary contact with the Solano Transportation Authority (STA). Jim Moore and Max Besler would be sub-consultants on the balance of the work program. For purposes of cost estimates on the public information effort, campaign costs, etc., we generally applied what was spent in the Riverside County effort to give you an idea of how much and when we would need cash flow.

I. Project Objectives

- ◆ To critically evaluate the proposed expenditure plan, sales tax ordinance, policy and program issues surrounding the 2002 ballot measure, including all associated campaign, polling, etc. leading up to the November 2002 result.
- ◆ Accomplish a precinct analysis and political evaluation of the actual November 2002 election result on Measure E.
- ◆ Accomplish a new baseline poll testing a limited number of expenditure plan/ordinance refinements, new ballot title and summary and basic voter intensity on the traffic issue, attitudes on taxation, impact of state budget crisis, local land use/growth issues, economy and other associated issues that could impact voter preferences.
- ◆ Provide our best projection of the feasibility of garnering a two-thirds vote on the March 2004 or November 2004 ballots. If our team determines that a two-thirds vote is feasible, this final report would include specific recommendations regarding the preferred date for the election (March or November), best plan refinements, plan approval process, and appropriate public education program.

II. Work Program

A. Community and Public Opinion Leader Survey. This survey would be accomplished by D.J. Smith of the team with you and/or selected members of your Authority to ascertain the feelings and opinions of key community and opinion leaders on the failure of Measure E, their views of deficiencies in the plan, campaign strategy and tactics, etc. This survey would probably involve private meetings with 10-15 key individuals in the community representing a broad range of interests (i.e. environmental and open space advocates, agricultural leaders, key employers and developers, local political leaders, leaders of the minority community, major contributors to the campaign, etc.)

B. November 2002 Measure E Election Result Analysis. This analysis will look at all precincts in Solano County as related to community politics, demographics, city/county boundaries, geographic location and equity of expenditure plan improvements, plan policy issues as related to individual communities, differential turnout, etc. Jim Moore and Max Besler would accomplish this analysis, with input from D.J. Smith.

C. Baseline Voter Opinion Survey. This poll will focus on issues or questions raised in both the work accomplished in A and B above, test new policy, programs and projects, revised ballot title and summary, and other issues raised against the November 2002 results, etc. D.J. Smith would take the lead in coordinating development of the poll questionnaire which would be finalized by Jim Moore with input by Max Besler. J. Moore Methods would accomplish the poll, compile the results, furnish cross tabulations of the results and provide a summary analysis of the results.

D. Summary of findings and Recommendations. Finally, based on the work accomplished in A through C above, our team will make a determination of the feasibility of putting on a new transportation sales tax measure in the 2004 election cycle, summarize key findings in the work accomplished in A through C, above and if the team believes a two thirds vote is feasible or has reason to believe that lowering the voter threshold is possible, we will make a set of clear, concise recommendations on how STA should proceed to accomplish a successful transportation sales tax measure with Solano County voters. D.J. Smith would take the lead in writing this report with input from Max Besler and Jim Moore.

III. Proposed Fees

Professional consulting fees to accomplish the above work would total \$20,000 for the time and materials of D.J. Smith, Max Besler and Jim Moore. We assume this work would begin on or about March 1, 2003 and the summary/recommendations would be available no later than May 20, 2003. This timeline assumes that the client is able to provide timely input and approvals for key elements of the work program (i.e. approval of meeting schedules for the community leader survey, approval of draft questionnaire for poll, etc.). This proposed fee structure also assumes

that for the purpose of analyzing the November 2002 Measure E election result that a detailed precinct-by-precinct results are made available by the Solano County Registrar of Voters or other appropriate election officials on a timely basis.

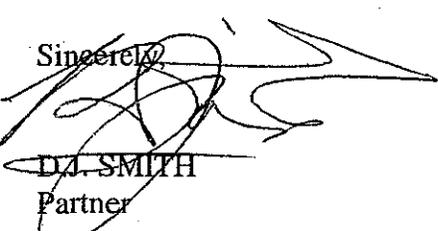
The poll that we are suggesting for purposes of determining the feasibility of a new measure would involve a 15 minute telephone survey of 500 likely voters according to key demographics made available through the County's computer tapes of such voters. J. Moore Methods will be careful to duplicate the demographics and other characteristics of likely voters to resemble as closely as possible actual voters in the County for the 2004 election cycle. The cost of the 15 minute survey with a 400 sample size is \$18,000 and will provide accuracy in the +/- 5 %. We believe this sample size is adequate given the size of the total number of likely voters in Solano County to give us an accurate view regarding the feasibility of moving forward for 2004.

Feasibility Analysis Work Program	
Professional Consulting Services	\$20,000
Baseline Poll	\$18,000
Total Project Cost through April 20, 2003	\$38,000

We are also enclosing for your information background information and personal resumes for the members of our team. Please don't hesitate to call any of the contacts we list for clients or contacts for a reference on our work.

I really appreciated the discussion with Mayor Jim Spring, Supervisor John Silva and yourself regarding the previous campaign. As I indicated to all of you, with a few changes in expenditure plan and ordinance and some additional support from your key city officials we should be able to assist you in obtaining a successful outcome whenever you decide to go on the ballot. As always, we look forward to a mutually beneficial relationship with STA and appreciate the opportunity to be of service.

Sincerely,



D.J. SMITH
Partner

Attachments (1)

Smith, Watts & Company

Consulting and Governmental Relations

September 5, 2003

Mr. Daryl Halls
Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, California 94585

Subject: Proposed Amendment #1 to Agreement between Solano Transportation Authority and Smith, Watts & Company for Sales Tax Expenditure Program

Dear Daryl:

Per our discussion, the work that we agreed to do pursuant to our current agreement between Solano Transportation Authority and Smith Watts & Company needs to be amended to deal with the fact that the work program agreed to has simply taken longer to accomplish than expected and has been expanded beyond a simple feasibility exercise to include:

- A much expanded baseline poll that not only deals with the overall feasibility of obtaining a 2/3 vote on the November 2004 ballot, but includes the testing of specific projects, programs and policies that may be included in a revised expenditure plan and ordinance to potentially be pursued by Solano County on the November 2004 ballot,
- The meetings with the various community groups that we wanted to "reach out" to have simply taken longer to arrange than anticipated,
- The decision to privately fund the voter opinion survey has meant that we have been significantly delayed regarding the development of the poll questionnaire, conduct of the poll, etc.

Given the current status of the project, I would propose the following amendments to our existing agreement:

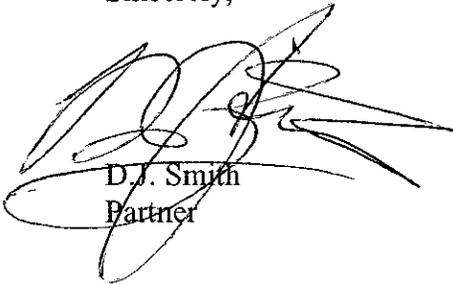
- That we agree to accomplish the conduct of the poll sometime in mid October, so that the poll results, cross tabulation and analysis and recommendations can be available to your Board by mid November.

- That we complete our community outreach plan, including the involvement of your technical advisory group, as we develop a much broader, project oriented baseline poll.
- That we be available to meet as necessary with private sector community supporters, community interest groups and your Board to explain the poll, develop a work program to develop "next steps" if the poll indicates that it is feasible for Solano County to obtain 2/3 vote on the ballot.
- In order to accommodate this expanded work program, we would suggest that the contract be extended through November 30, 2003. We have just received yesterday September 4, 2003, \$10,000 for work billed in May and June. We would propose that we be compensated at a rate of \$5,000 for work performed in the months of July and August, \$5,000 for work to be performed in September and October, and an **additional** \$5,000 for work performed through the month of November. I believe this encompasses our last discussion and would be fair to both Solano Transportation Authority and our firm.

If this amendment is acceptable to you, please sign both original copies and send one original copy to us for our records.

Sincerely,

As Agreed:



D.J. Smith
Partner

Daryl Halls
Executive Director
Solano Transportation Authority

Date: _____



Date: September 25, 2003
TO: STA Board of Directors
FROM: Mike Duncan, Director for Projects
RE: FY 2003-04 TDA Distribution for Solano County

Background:

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes; however, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000 if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

In addition to using TDA funds for member agencies' local transit services and streets and roads, several agencies share in the cost of various transit services (e.g., Solano Paratransit, Route 30, Route 40, Route 85, etc.) that support more than one agency in the county through the use of a portion of their individual TDA funds.

Discussion:

In June, the TAC and InterCity Transit Consortium reviewed and approved the TDA distribution matrix for five of the eight agencies. Revised information was still needed from Benicia, Rio Vista and Suisun City. Updated information was received from Rio Vista and Suisun City prior to the September 24th TAC meeting.

Attached is the FY 2003-04 TDA Matrix that was approved by the Board in June with the addition of revised numbers for Rio Vista and Suisun City. Although each agency within the county and the STA submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to MTC for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Route 30, Route 40, etc.), this composite TDA matrix will be used to assist STA and the PCC in reviewing the member agency claims. Consensus is required for services funded by multiple agencies. In order to facilitate the TDA claim process, the TDA Matrix has been updated for Rio Vista and Suisun City. Members of the TAC and the SolanoLinksTransit Consortium voted unanimously to accept the revised numbers for Rio Vista and Suisun City.

Fiscal Impact:

None to the STA General Operations budget. A delay in approving the TDA matrix for a specific agency may delay receipt of TDA funds for that agency.

Recommendations:

Accept the attached TDA Matrix for Rio Vista and Suisun City.

Attachment

A. TDA Article 4/8 Matrix for FY 2003-04

TDA Article 4/8 FY 2003-04																						
AGENCY	TDA Est	Available for Allocation (from MTC)	Benicia Transit	Dixon Transit	F-S Transit	Rio Vista Transit	Vacaville Transit	Vallejo Transit	Demand Response	Local Paratransit	Solano Paratransit	Soi Para FY01-02	Route 20	Route 30	Route 40	Routes 85, 90 and 91	STA Planning	Transit Studies	Transit Capital	Streets & Roads	Total	Balance
Benicia	844,360	844,360	500,000					(7)	(6)	240,000	(1)	(10)	(2)	(1)	(3)	(4)	(5)		(8)	(9)	764,232	80,128
Dixon	505,053	860,308		365,000							29,208	7,600		30,097						370,040	816,440	43,868
Fairfield	3,133,515	3,974,618			273,826				107,426	203,027	191,465	50,687		30,097	140,000	400,000	89,929		2,000,000		3,488,457	488,161
Rio Vista	167,308	398,777				75,000					9,651	2,676								306,648	398,777	0
Suisun City	833,415	1,263,439			611,166				6,011	82,346	45,775	14,687			25,000					454,000	1,262,903	536
Vacaville	2,886,462	5,208,050					830,000		60,000	208,000	175,441	53,173	100,000	30,097	168,000	136,000	82,838	18,000	1,280,000	500,000	3,641,549	1,566,501
Vallejo	3,708,931	3,990,252						3,294,483	270,046	335,916							106,443		125,000		4,131,888	-141,636
Solano County	612,943	691,618							5,000		27,660	10,127	15,000	17,198	45,000	25,000	17,591			529,042	691,618	0
Other																					117,511	
Total	12,691,987	17,231,422	500,000	365,000	884,992	75,000	830,000	3,294,483	448,483	1,069,289	479,200	138,950	115,000	195,000	408,000	561,000	364,248	18,000	3,405,000	2,159,730	15,311,375	

NOTES:
(1) Claimed by FST for all agencies
(2) Route 20 is claimed by FST for all agencies except Vacaville
(3) Route 40 is claimed by FST for all agencies except Vacaville
(4) Claimed by Vallejo Transit for all agencies except Vacaville. Fairfield and Solano County fund portions of 85, 90 and 91 from their amounts.
(5) Claimed by STA for all agencies
(6) Taxi Service, etc
(7) Includes Vallejo Ferry Operations and Vallejo funds for operations of Routes 85, 90 and 91.
(8) Transit Capital purchases include bus purchases, maintenance facilities, etc.
(9) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.
(10) The second half of FY 01-02 for Solano Paratransit will be claimed as part of the STA FY03-04 TDA claim, per MTC request.
Agencies in Boldface type were approved at the June 2003 Board meeting.



Date: September 25, 2003
To: STA Board
From: Robert Guerrero, STA
Re: Cross State Bike Route Planning Study

Background:

Caltrans District 3 in Sacramento authorized the El Dorado County Transportation Commission (EDCTC), as the local lead agency and grant recipient for a major bicycle planning effort, to identify and connect a bicycle route(s) from Lake Tahoe to the San Francisco Bay Area through the Sacramento region. District 3 and the EDCTC have been coordinating with many planning agencies and stakeholders, including the Yolo-Solano Air Quality Management District (YSAQMD) and the STA. The planning study's main purposes are to:

- 1) Identify and map existing and planned bicycle facilities
- 2) Identify potential gap closure alternatives
- 3) Identify and map gaps where bicycle facilities do not form a continuous network and where facilities change from one classification to another
- 4) Identify major constraints and opportunities
- 5) Conduct a needs assessment of existing bicycle facilities to determine where facility upgrading might be warranted
- 6) Make recommendations related to needed gap closures, facility improvements and priorities for implementation
- 7) Identify potential funding sources that could be used to conduct environmental studies, design, engineering, and construction for closure of gaps and upgrade of facilities.
- 8) Use the study as the basis for the development of a formal plan that complies with environmental and other requirements.

Discussion:

The STA was requested by the Cross State Bike Route Stakeholders group to formulate a regional route concept that is the most direct and safest route through Solano County that connects to the Bay Trail, Contra Costa and the rest of the San Francisco Bay Area. STA staff has worked with the Bicycle Advisory Committee (BAC) and Jim Antone from the Yolo Solano Air Quality Management District for the past two months to determine which routes will be most direct and beneficial to this overall planning effort.

Attachment A shows the proposed regional route concept. The dark bold line along the I-80 corridor represents the existing or shorter-term planned route through Solano County between Davis, the Bay Trail, and the Benicia-Martinez and Carquinez Bridges. The dotted line represents an additional and longer-term planned bike route between Vacaville, Suisun City,

Fairfield, Cordelia, Vallejo, and the Carquinez Bridge. The proposed Solano County bicycle network for the Cross State Bike Route is in accordance with the Solano Countywide Bicycle Plan and was unanimously approved by the Bicycle Advisory Committee (BAC) on September 11, 2003. The STA TAC also approved the proposed bicycle route segments on September 24, 2003.

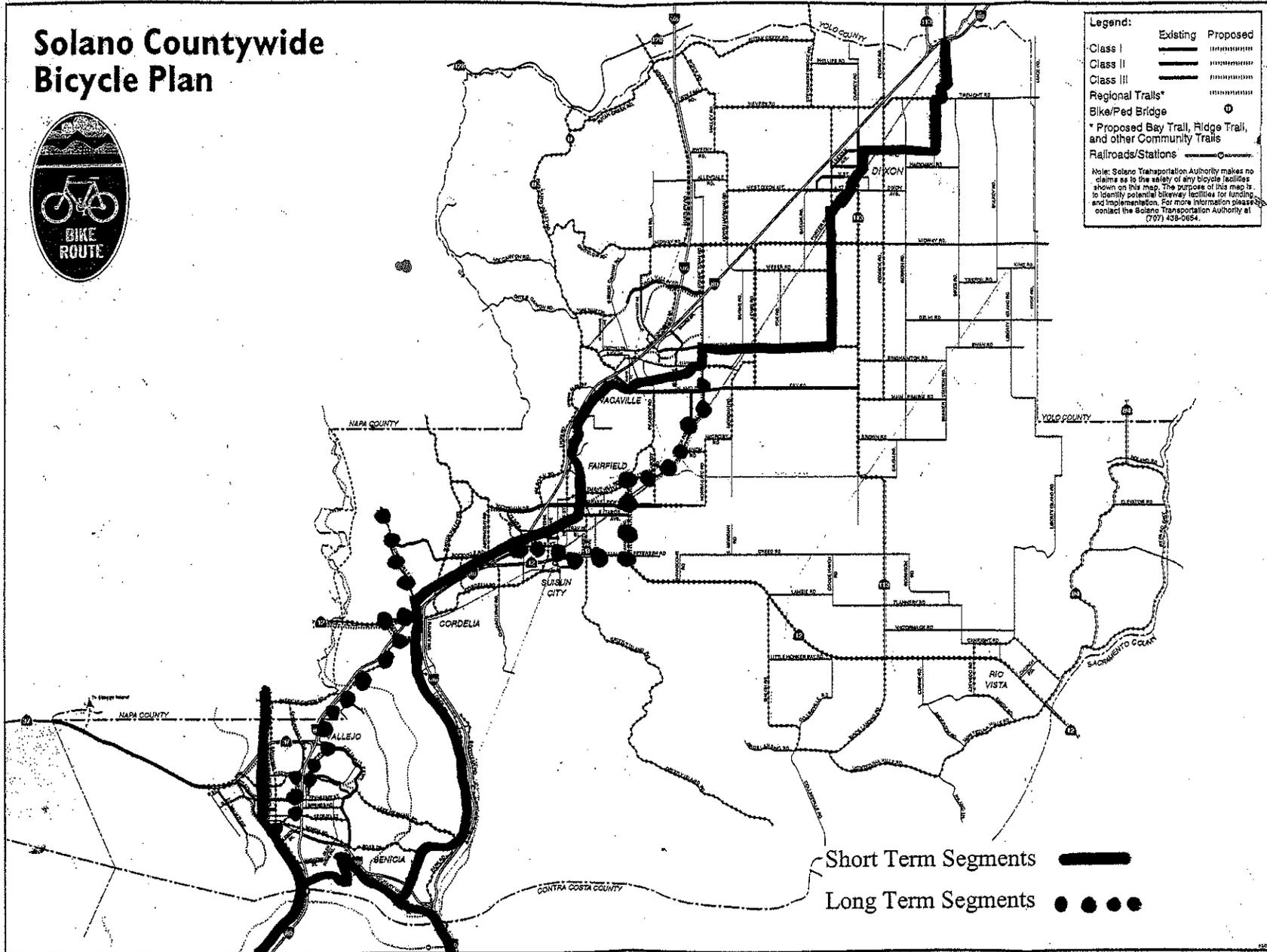
If approved by the STA Board, staff will include the Cross-State Bicycle Route concept into the Solano Countywide Bicycle Plan update, scheduled to be completed in December 2003.

Recommendation:

Approve the Solano County Bicycle Route Segments for the Cross State Bicycle Route Study as specified in Attachment A.

Attachments: A. Recommended Solano County Bicycle Route Segments for the Cross State Bike Route Study

Solano Countywide Bicycle Plan



SOLANO COUNTY PROPOSED BIKE FACILITIES

Solano Countywide Bicycle Plan
FIGURE 9



DATE: September 26, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Regional Transportation Plan (RTP) Update – Transportation 2030

Background:

Metropolitan Planning Organizations (MPOs) are required to develop regional transportation plans based on a variety of planning factors. Two critical requirements pertain to developing a RTP that can demonstrate air quality conformity and is fiscally constrained. The Metropolitan Transportation Commission (MTC) is the federally designated MPO for the Bay Area and its nine counties. MTC is currently updating the Regional Transportation Plan (RTP), being called Transportation 2030. As part of the development of the RTP, MTC staff has developed goals and objectives, performance measures, fund estimates and will hold public workshops in conjunction with the nine Bay Area Congestion Management Agencies.

Discussion:

A number of key issues have been already identified for Transportation 2030 including transit/local roads funding shortfalls, the expanded Transportation for Livable Communities (TLC)/Housing Incentives Program and transportation-land use-smart growth issues, goods movement, older Americans mobility, safety and security measures, air quality issues, and balancing future funding commitments between Regional Customer Service Programs with maintenance of the system and addressing congestion through expansion projects and additional transit service.

On September 11, 2003, the Bay Area Partnership met to discuss the RTP and review a series of draft proposals and recommendations prepared by MTC staff. The Bay Area Partnership is comprised of the Executive Directors of the nine Congestion Management Agencies, the General Managers of the region's large transit operators, four public works directors, and representatives from MTC, Caltrans, ABAG, BAAQMD, FTA, and FHWA. Those topics reviewed included the following:

1. The "Big Tent" approach for the Transportation 2030
2. Goals and Objectives
3. First Commitments and New Investments
4. Transportation/Land Use

BIG TENT

The "Big Tent" approach has been proposed to anticipate new transportation revenues beyond the fiscally constrained revenues identified for the Track 1 segment of the RTP. As presented,

this approach will be a more focused and performance based version of the “Blueprint” projects identified in the last RTP (see attachment A).

GOALS AND OBJECTIVES

The last RTP contained the following six major goals: mobility, safety, equity, environment, economic vitality, and community vitality. MTC staff has proposed revised goals for the Transportation 2030 Plan (attachment B). These revised goals are as follows:

1. Fix It First
2. Making Connections
3. Reliable Travel Choices
4. Smart Growth
5. Clear Air
6. Lifeline Mobility
7. A Safe System

At the Partnership Board meeting, several participants recommended adding an eighth goal pertaining to “Relieving Congestion” or “Reducing Travel Time.” Several transit operators expressed their concern about the Lifeline Mobility goal and other participants requested that goal 1 pertaining to “Fix It First” be modified to “Fix It” or “Maintain the System” so as not to give this goal a preference over the other goals identified for the RTP.

FIRST COMMITMENTS AND NEW INVESTMENTS

The amount of discretionary funding available in the 2001 RTP was limited to 10% of the total transportation funding. In response to comments received during the last RTP and at the Transportation 2030 “Kick-Off” event held in San Francisco on June 14, 2003, MTC staff has prepared an issue paper on Prior Commitments and New Investments (attachment C). The paper identifies the historical uncommitted funding for “Track 1” as federal funding for New Starts, the Discretionary Bus Program, Surface Transportation Program (STP), Congestion Mitigation Air Quality Improvement Program (CMAQ), and State Transportation Improvement Program (STIP) funding.

The issue paper identifies three areas competing for limited new investment funding: 1. Local streets and roads and transit maintenance funding shortfalls; 2. Regional programs; and 3. Local investment choices and new regional investment choices.

Prior to the Partnership Board meeting, the Bay Area Congestion Management Agency Directors forwarded a memo to Steve Heminger, MTC’s Executive Director, outlining the programs and projects competing for prioritization in the RTP 2030 (attachment D) and emphasizing that the plan needs to achieve a balance between a variety of transportation priorities and needs.

TRANSPORTATION/LAND USE

MTC has released a draft issue paper on Transportation and Land Use that discusses five specific policies and/or actions related to transportation and land use planning coordination (attachment E).

At the meeting, MTC distributed an updated timeline (attachment F). In addition, Local Roads and Transit Task Force released their conclusions regarding the \$14 billion funding shortfalls,

projected over the next 25 years, for local streets and roads (\$6.8 billion) and transit capital (\$5.8 billion plus \$1.3 billion for the BART seismic retrofit). This funding shortfall is in comparison to the projected \$9.5 billion in total discretionary revenues estimated to be available for Transportation 2030 (attachment G).

SB 1492 (statutes of 2002) created a new requirement for MTC to evaluate new projects and programs prior to their inclusion in the Transportation 2030 Plan. In response to this statutory requirement and in preparation for the development of Track 1 projects to be submitted by each Congestion Management Agency by May 2004, the STA and each CMA has been requested to submit a preliminary list of candidate projects, no later than October 17, 2003, for a review and performance measure evaluation by MTC (attachment H). MTC has assumed that all Track 1 projects included in the 2001 RTP will be reviewed. Staff has developed a draft list of additional projects that includes the Mid Term projects for the I-80/680/780 Corridor Study, the park and ride and intermodal facilities identified in the Transit Corridor Study approved by the STA Board on September 10th, and Commuter Rail Service between Oakland and Sacramento (see attachment I).

A public input meeting for both the RTP and CTP update is being scheduled for the STA Board meeting on October 8th. The next meeting of the Bay Area Partnership Board is scheduled for November 7, 2003. On November 13, 2003, MTC has scheduled a special meeting for its Planning and Operations Committee (POC), with the Chairs and Executive Directors of the nine Congestion Management Agencies, to discuss the critical policies and priorities of the RTP 2030. STA Chair Jim Spering also serves as the Chair of MTC's POC. Staff is recommending the Board authorize the Chair to appoint a member of the STA Board to represent the STA at this meeting.

Recommendation:

Approve the following:

1. Request MTC add to the list of Goals for Transportation 2030 Plan, the goal of Congestion Relief/Reduced Travel Time.
2. Authorize the Executive Director to submit the list of new potential Track 1 candidate projects (attachment I) for evaluation by MTC using the recently adopted corridor performance measures.
3. Authorize the STA Chair to appoint a member of the STA Board to represent the STA at the special November 13th meeting of MTC's Planning and Operations Committee.

- Attachments:
- A. "Big Tent" for the Long Range Plan (MTC)
 - B. Revised Goals for Transportation 2030 Plan (MTC)
 - C. Transportation 2030 - Prior Commitments and New Investments (MTC)
 - D. List of Key RTP 2030 Policy Issues for Discussion (CMAs)
 - E. Transportation and Land Use – (MTC)
 - F. Transportation 2030 Planning Process – (MTC)
 - G. Memo of 9/9/03, "Conclusions of Task Force on Local Streets and Roads and Transit Capital Shortfalls" – (Task Force)
 - H. Project Performance Measures Process for Transportation 2030 – Project Submittal – (MTC)
 - I. List of Solano County's new potential Track 1 candidate projects – (STA)

DRAFT
“Big Tent” for the Long Range Plan

What should be in the Transportation 2030 Plan?

The new transportation plan should be a vehicle to construct a larger “vision” for Bay Area transportation, one that expands upon the financially constrained plan and addresses other relevant social and environmental factors that will influence long range transportation investments. This larger vision will serve in a practical way as well in supporting local and regional initiatives to increase the size of the revenue pie, a desire that has been expressed in many comments received at the recent Summit kickoff meeting. The larger, or “Big Tent” RTP would be coordinated with the EIR process, enabling the Commission to adopt a Plan that assumes more revenues than the previous financially constrained plans and would provide an administratively streamlined process for incorporating the results of county sales tax measures and the HSR votes into the RTP after the November 2004 elections.

New Approach. Following the example of the SANDAG long-range plan, Transportation 2030 would include a larger set of projects and programs, assuming new revenues. The Plan would need to clearly identify the financially constrained component for federal air quality conformity purposes and to enable FHWA/FTA to continue to approve environmental document’s records or decision (RODs are only issued for projects in the constrained Plan). The new revenues would be restricted to the most likely options, i.e., new/rollover of county sales taxes, a regional gas tax, High Speed Rail (HSR) bond, and increased vehicle registration fees. While the local sales tax revenues would be directed at projects identified in the accompanying expenditure plans on the ballot, the regional gas tax and vehicle registration fees could be more programmatic and focus on key funding shortfalls in the long range plan. The Transportation 2030 process would be used to define a desirable set of investments for these revenue sources, as an initial step towards legislation or voter action.

An important parallel to the pursuit of new revenues is the question “what are we buying with these new resources? How much better do we expect the system to perform with the investment of these additional funds?” This approach is not limited to creating a longer list of projects--desired outcomes should be linked to the goals and objectives that apply to the financially constrained element of the Transportation 2030 Plan, and subsequently extend to the “Big Tent” vision and funding strategy. This relationship strengthens the “Big Tent’s” role as an advocacy platform, and should assist in building community understanding and support up front so the region can move swiftly at the point that financial circumstances change.

The Transportation 2030 Plan would also include a new chapter, “Looking Ahead”, that would explore some of the unknown future conditions that could alter the way transportation decisions are viewed today. Rapidly changing transportation and information technologies, more fuel efficient cars, demographics, new environmental factors such as water quality and global warming, and new institutional arrangements—to name a few—are areas that could play a larger role in transportation decision making than we now understand.

Process for Adopting Transportation 2030 Plan

- The Commission would circulate the Draft Transportation 2030 Plan (September 2004), which would clearly identify the financially constrained subset of projects

- The Draft EIR for the Plan (also September 2004) would identify the Big Tent as the Proposed Project
- Results from the November 2004 elections would determine what parts of the Big Tent would move into the constrained Plan, prior to adoption in early 2005 (see attached chart).
- The air quality conformity analysis would be prepared and circulated (December 2004) based on the projects in the new constrained Plan; no additional environmental work would be needed since the election results would just change the projects in the constrained Plan, not the Proposed Project as a whole. The air quality conformity analysis would re-conform the TIP at the same time.
- The revised Plan (i.e, revised in terms of projects listed in the financially constrained portion) would be adopted in January/February 2005. No new public hearings would be required, since the larger Big Tent Plan would not change.
- FHWA/FTA would need to approve the conformity finding in March 2005 to avoid a conformity lapse.
- Any new projects that need to be added after the January/February 2005 plan adoption will need to go through the regular RTP amendment/conformity process.

J:\COMMITTEE\Partnership\BOARD\Oct 28 2002\Big Tent PB.doc

Transportation 2030

**BIG TENT: What Transportation Vision
Does the Bay Area Want to Achieve?**

*BART Property
Tax (Seismic)*

*AC Parcel
Tax*

*Regional
Gas Tax*

*Regional Vehicle
Registration Fee*

Federal, State
**FINANCIALLY
CONSTRAINED**
Regional, Local

*Vote May Happen before
the RTP Adoption*

- HSR Bond
- 3rd Dollar Toll
- Sales tax option:
- CC, Marin, Napa,
SF, SM, Sol, Son
- SMART
- Proposition 53
- VTA Sales Tax Measure

DRAFT**Revised Goals for Transportation 2030 Plan****Goal 1: Fix it First**

Purpose: The public expects their transportation facilities to be maintained in a good state of repair. Future investments to improve transportation will not perform as intended if the rest of the system is poorly maintained. Maintaining the condition of the Bay Area infrastructure will enhance the region's economic growth potential and will help ensure the future viability of existing neighborhoods and downtowns.

Objectives: Protect existing investments in roads and transit; lower long term infrastructure repair costs through timely replacement of assets; save motorists and bus operators repair money by fixing potholes and replacing track, reduce transit fleet downtime and improve system reliability through timely replacement of older equipment and support facilities, maintain a balance between regional and local financial responsibility for maintaining transit and roads.

Current Programs: Pavement Management System and Transit Finance Plan (these programs determine long term maintenance expenditure needs)

New Initiatives: Regional gas tax initiative to provide adequate transit capital and operating funds as well as funds for pavement repair.

How are we doing? Look to the following measures.

- Improve average local road Pavement Condition Index (PCI) on regionwide basis
- Reduce transit operator average fleet age
- Reduce transit service delays per revenue service miles (major Bay Area operators)
- Maintain/improve farebox recovery ratios for transit operators

Goal 2: Making Connections

Purpose: Many of the building blocks for an effective multi-modal regional transportation system are already in place. The public perceives the need to fine tune the system at key locations, where people connect between modes. Good connections require a range of strategies from removing physical barriers, to better information, to having more services to connect to. Connectivity also extends to closing critical gaps in the continuity of the system and its services, and to making institutions "connect" for the benefit of the customer.

Objectives: Enable people to move about the system easily by creating good connections and closing critical gaps. Customers will benefit by reduced waiting and travel time and by having convenient locations and means for making connections.

Current programs: Transit Coordination Plan, 511(traveler information), TransLink®

New Initiatives: Transit Connectivity Study, real time transit arrival information

How are we doing? Look to the following:

- Develop transit connectivity program of projects and funding plan for existing transit system and future transit expansion
- Percent completion of HOV Master Plan
- Percent completion of Regional Bicycle Plan
- Percent of Phase 1 Regional Express Bus Plan in operation
- Usage rates for regional customer service programs (e.g. TransLink® Phase 2, 511, Rides, etc.)
- Percent completion of Resolution 3434

Goal 3: Reliable Travel Choices

Purpose: Every day people make choices about the easiest way to make trips to their jobs, shopping, school, or recreation. A well developed regional transportation system is one that provides a range of travel options for any particular trip, based on the customer's requirements for time, cost, convenience, and reliability. Over the years, extensive new transit, carpool, and bike facilities have been created to provide new choices to travelers. These expanded choices are a key strategy in the continuing challenge to manage congestion, and also offer travelers a certain amount of redundancy if a particular mode or segment of the transportation system experiences problems (tie ups, loss of service, etc.). For some travel markets, people may be willing to pay more for trips that get them to their destination in a faster or more reliable manner.

Objectives: Create options for travelers to get to their destination depending on their personal preferences for time, cost, convenience and trip reliability. Seek to maintain current mobility and control congestion levels in key corridors while accommodating future growth in travel.

Current programs: Resolution 3434, Regional Express Bus Program, HOV Master Plan, Regional Bike Plan, MTC signal re-timing program, Freeway Service Patrol

New Initiatives: Bay Bridge Congestion pricing proposal, I-680 Value Priced Lanes, bus pre-emption at signalized intersections

How are we doing? Look to the following

- Completion of major capacity enhancement projects (Resolution 3434, HOV Master Plan, Regional Express Bus Plan, etc.) in most congested corridors and their affect on travel time by mode
- Travel time variability in most congested corridors (improve system reliability)
- Improve transit on-time performance (major Bay Area operators)

Goal 4: Smart Growth

Purpose: Over the long term it is widely recognized that land use patterns will have a significant and measurable impact on the demand for transportation services, the locations where improvements in the transportation system will be needed, and the cost of providing these improvements. The regional agency Smart Growth initiative is the first comprehensive effort to grapple with altering current trends in land use while recognizing that such an effort will depend on cooperation from local governments who make the land use decisions. Ultimately Smart Growth boils down to the amount of housing that can be created in relation to the number of new jobs and the location of this housing in relation to job opportunities and to the transportation system. Reducing distance between jobs and housing will lower travel on the regional transportation system, and new mixed use developments could encourage more biking and walking. Another aspect of the Smart Growth effort is to maintain vibrant neighborhoods and preserve open space.

Objectives: Reduce long distance commuting, support infill development, create more housing near regional transit services, encourage mixed use developments in areas not served by transit, encourage zoning practices that support local goods movement-related activities, make communities more bike and walk friendly

Current MTC Programs: Smart Growth initiative, expanded funding for TLC/HIP, Resolution 3434 focus on supportive land use policies

New Initiatives: T-PLUS-- partnering with CMAs to make local land use decisions relevant to the Smart Growth objectives; specific plans for Resolution 3434 transit expansions

How are we doing? Look to the following:

- Increase residential housing in transit oriented development (TOD) sheds around Resolution 3434 transit facilities
- Increase mixed use zoning in other locations
- Number of projects funded with TLC/HIP and other sources that increase neighborhood mobility for bicyclists and pedestrians
- Number of specific plans supporting TODs funded with TLC/HIP and other sources
- Implement Smart Growth legislative package

Goal 5: Clean Air

Purpose: Federal and state governments have set standards to maintain healthy air. State and regional air quality agencies have achieved major reductions in pollution from all sources over the last two decades. In addition to the continuing, dramatic decline in motor vehicle emissions (due to state controls on vehicle engines and fuels), MTC has adopted a set of transportation control measures that supplement the larger technology-

based auto emission reductions. TCMs can mitigate the need for some types of vehicle trips and promote more efficient traffic flows on freeways and local streets.

Objectives: Focus on strategies to reduce emissions on particular days that could exceed federal ozone standards; anticipate future needs to control other pollutants, such as small particulate matter, that has been identified as a health concern; develop control strategies to reduce downwind pollution transport to the Central Valley.

Current programs: Ongoing implementation of Transportation Control Measures adopted in federal and state air quality plans

New Initiatives: Urban bus retrofit programs to reduce ozone and particulate matter; episodic controls for Spare the Air Days; possible new TCMs for inclusion in updated federal and state air quality plans

How are we doing? Look to the following:

- Air quality attainment status
- Progress in defining and implementing new episodic control strategies for Spare the Air Days

Goal 6. Lifeline Mobility

Purpose: Certain segments of the population have reduced mobility options and therefore require special attention in transportation planning: households without a car, school children, older adults, and the disabled. While not the only solution to the mobility needs of these individuals, transit will play a key role in many of the desired trips. The cost of transportation can also be a barrier to travel to work, school, medical services, or basic shopping.

Objectives: Identify populations that may be at a disadvantage in terms of existing mobility options (low income, minority, disabled, older adults); identify effective responses to their transportation needs; protect existing services and implement new services as required

Current Programs: Lifeline Transportation Network definition; Low Income Flexible Transportation (LIFT) program; AC Transit student bus pass pilot program, community based transportation plans, Older Adults Transportation Study.

New Initiatives: Transportation Affordability Study

How are we doing?

- Number of new trips and hours of service provided by LIFT
- Implement recommendations of Older Adults Transportation Study
- Implement findings of Transportation Affordability Study
- Implement recommendations of community based transportation plans

Goal 7. A Safe System

Purpose: Ensuring the safety of travelers is a priority for all government agencies engaged in transportation, whether the trip is by car, transit, bike or walking. Safety programs range from basic driver education to more extensive efforts, such as retrofitting bridges and transit guideways to withstand a major earthquake. Protecting transportation facilities from terrorism is also a new safety area for federal, state, and local law enforcement officials and requires the cooperation of the Bay Area transportation agencies.

Objectives: Protect passengers from injury and theft, strengthen key transportation facilities to withstand earthquakes; help ensure transportation agencies can function effectively after an earthquake; raise awareness of bicycle and pedestrian safety issues; identify new or emerging safety and security issues and identify appropriate responses

Current Programs: coordinate annual emergency preparedness exercise and serve as the regional clearinghouse for dispensing information after an earthquake; roving tow trucks to assist motorists on freeways (Freeway Service Patrol- FSP, in partnership with Caltrans and CHP), freeway call boxes for motorist assistance, technical assistance to cities and counties to analyze safety issues (TETAP), Pedestrian Safety Task Force

New Initiatives: annual emergency exercise focusing on terrorism; safety and security programs coming out of SAFETEA

How are we doing? Look to the following:

- Reduce rate of fatal and injury collisions involving autos and reduce the number of fatal and injury collisions involving bicyclists and pedestrians.
- Increase the level of investment in safety programs/projects, including enforcement and education programs
- Progress in allocating funding to the worst 10% of freeway segments and intersections based on CHP collision data
- Percent completion of bridge and transit seismic safety programs
- Reduce FSP and emergency (CHP and local) response times

DRAFT

**Transportation 2030
Prior Commitments and New Investments**

Issue

About 90 percent of available 2001 Regional Transportation Plan (RTP) funding is committed to:

- maintenance and operation of our existing road/transit system
- projects that have been in preparation for years and are nearly ready for construction
- projects that have been specifically approved by voters (e.g. local sale taxes) or legislative action (e.g. Transportation for Congestion Relief Program, or TCRP), federal demonstration grants)

The remaining 10 percent of the 2001 RTP were directed toward new investments.

Some advocates have suggested that MTC ought to reexamine some of these funding commitments as part of the Transportation 2030 Plan effort. MTC seeks feedback from the Advisory Council, Bay Area Partnership, and other stakeholders on the extent to which this re-examination should happen, and the overall approach to making investment decisions for prior commitments and new investments.

Background

Traditionally, the RTP "committed funding" investments are those committed by law, voter mandates, or recent MTC programming actions. In the 2001 RTP, close to \$79 billion of the \$87 billion (90 percent) in revenues projected to be available to the region over the next 25 years were deemed committed. Committed funding in the covers two main components:

1. Transportation funding dedicated for specific uses.

- Local transit sales tax, local ½ cent sales tax, or other local funds/subventions: MTC has no discretion in how these funds are spent as legislation or voter approved expenditure plans stipulate the permitted use(s) of the funds.
- Federal, state, and regional funds that are for specific uses as mandated by statute: Although MTC has some discretion, federal, state or regional funds that are primarily used for transit rehabilitation and operations costs per Commission policy are also considered committed funding.

1. Projects identified in the Transportation Improvement Program (TIP)¹.

- All funds are considered committed to projects included in the latest TIP; a "TIP project" can be a discrete project development phase such as an environmental phase, the construction of a usable segment of a larger project, or the construction of the entire project. Projects needing funding for any remaining phases would typically seek RTP new investment funding.

After accounting for the \$79 billion in committed funding, the 2001 RTP had about \$8 billion in discretionary funding (10 percent) to undertake new projects and programs. In the past, MTC has referred to this uncommitted funding portion as "Track 1". Examples of uncommitted fund sources include the federal funding for New Starts, Discretionary Bus Program, Surface Transportation Program (STP), and Congestion Mitigation Air Quality Improvement Program (CMAQ), as well as the State Transportation Improvement Program (STIP) funding.

¹ Transportation Improvement Program (TIP): This is the primary spending plan for federal funding expected to flow to the region from all sources for transportation projects of all types. MTC prepares the TIP every two years with the assistance of local governments, transit operators and Caltrans. By law, the TIP 58 cover at least a three-year period.

In the 2001 Regional Transportation Plan, the Track 1 program was comprised of regional programs like TLC/HIP, TransLink®, TravInfo®, Freeway Service Patrol, etc., and county projects such as HOV connectors, interchange improvements, highway widenings, bicycle/pedestrian projects, etc.

Policy Discussion

The key policy questions encompassing the issue of reexamining “prior funding commitments” and making new investment choices are listed below.

1. WHAT DOES IT MEAN TO BE COMMITTED? WHAT SCREENING CRITERIA SHOULD MTC USE TO DETERMINE WHETHER A TRANSPORTATION FUND SOURCE OR TRANSPORTATION PROJECT/PROGRAM IS COMMITTED?

MTC staff proposal:

A transportation fund or transportation project/program that meets any one of the following criteria would be deemed “committed”. A policy board would not be required to renew its commitment to the project, and the project would be automatically incorporated into the regional transportation plan unless there was a scope change or cost increase (30% or more) that would warrant further project evaluation. Further, Regional Transit Expansion Program (RTEP) project sponsors would need to demonstrate the ability to operate and maintain their current and expanded systems consistent with the provisions in MTC Resolution 3434.

1. Transportation funds primarily used to maintain and operate existing road and transit systems (e.g., federal formula funds, SHOPP, TDA, etc.)
2. 2003 TIP projects that maintain or sustain the existing road and transit systems (2001 Regional Transportation Plan Track 1 local roads and transit shortfalls would not be deemed committed projects)
3. Projects with an approved environmental document by May 2004
4. Projects with greater than 67% funding from dedicated non-discretionary sources (e.g., ½ cent transportation sales tax, federal earmarks/demo funds, Traffic Congestion Relief funds, etc.) for the entire project
5. Regional programs with existing executed contracts (e.g., TransLink®, TravInfo®, and RIDES). The funding commitments remain intact through the term of the contract, but after the contract expires, MTC would need to renew its commitment.

Potential Impact:

Regional priorities that may not pass the above screening criteria include TLC/HIP, regional customer service programs like TransLink® and TravInfo® (beyond contract limits), local streets and roads shortfall, transit capital shortfalls, and some Resolution 3434 projects. Should MTC give some consideration for renewing its commitment to these projects/programs through uncommitted funding?

2. HOW SHOULD THE UNCOMMITTED FUNDS BE DISTRIBUTED?

- *How much of the local streets and road and transit shortfalls are to be covered?*

MTC staff comments:

The “fix-it first” policy has been a long-standing commitment of the Commission. MTC gives high priority to continuous and timely maintenance of the region’s streets and roads to protect past

investments. The 2001 Regional Transportation Plan fully funds all Metropolitan Transportation System (MTS) pavement maintenance shortfalls and gives the counties the discretion to assign additional uncommitted funds to all other shortfalls based on local priorities. In addition, the Commission is also committed to fully funding all transit capital replacement shortfalls, a policy that was instated with the 1998 Regional Transportation Plan and sustained with the 2001 Regional Transportation Plan.

The Local Streets and Roads and Transit Shortfall Task Force – a working group of the Bay Area Partnership – has spent over a year taking a hard look at local streets and roads and transit needs and available revenues in order to make more precise calculations of the shortfalls. It is likely that these needs and shortfalls are much greater than estimated in the 2001 Regional Transportation Plan. As such, how much of the uncommitted funds should be used to cover these shortfalls?

- *How much of the regional programs like regional customer service programs, TLC/HIP, and some Resolution 3434 projects are to be covered?*

MTC staff comments:

As demonstrated by the regional commitments in the 2001 Regional Transportation Plan, MTC promotes several regional programs. Regional customer service programs, such as TransLink®, TravInfo®, Rides and Freeway Service Patrol provide regional benefits. MTC sets investment levels for other regional programs, such as TLC/HIP, RTEP and transportation technical service programs, but direct funds back to local jurisdictions. Given MTC's role in setting and implementing regional priorities, should we renew our commitment to these regional programs through discretionary funding? If so, how much? How do these existing commitments line up against new programs?

- *After accounting for the above two investment categories, what's left for local investment choices and new regional investment choices (such as enhanced regional customer service programs, lifeline transportation, freight, bikes, etc.)?*

MTC staff comments:

When thinking about a relatively small margin of uncommitted funding, keep in mind that regional needs—particularly new projects like enhanced regional customer service programs, lifeline transportation, or bicycle projects – would compete for funding with local projects. In the 2001 Regional Transportation, about half of the discretionary funding were allocated to regional priorities, leaving the remaining half for local priorities. Is this 50-50 share an appropriate way to address regional and local needs? In addition, in determining what new regional and local projects would be added to the Transportation 2030 Plan, should we require that these projects be tied to regional goals?

Transportation 2030 Projects

2003 TIP Projects (over \$20 million in cost) That Do Not Meet "Committed Criteria"

County	Project	Criteria	
		Enviro. Doc. By 5/04?	% Committed Funds
Alameda	NB Sunol Grade I-680 HOV Lane:	No	24%
San Mateo	US 101 auxiliary lanes: SCI Co. line to Marsh Rd.	No	51%
Son	US 101 HOV lanes – Rohnert Park Expwy to Santa Rosa Ave.	No	0%
Son	US 101 HOV lanes – SR. 12 to Steele Lane	No	0%

Resolution 3434 Projects

Project	Criteria		Meets "Committed Criteria"*?
	Enviro. Doc. By 5/04?	% Committed Funds	
BART to Warm Springs	Yes	72%	Yes
BART to San Jose	Yes	77%	Yes
Muni 3 rd St/Central Subway	Yes	>50%**	Yes
BART/OAK Connector	Yes	50%	Yes
Transbay Terminal	Yes	85%	Yes
Caltrain Electrification	Yes	>50%	Yes
Caltrain Express: Phase 1	Yes	100%	Yes
VTA East Valley LRT	Yes	100%	Yes
Capitol Corridor: Phase 1	Yes	22%	Yes
AC Transit BRT: Oak/San Leandro	No	15%	No
Dumbarton Rail	No	>50%	No
eBART	No	N/A	No
tBART	No	N/A	No
SMART	No	N/A	No
Caltrain Express: Phase 2	No	N/A	No
Capitol Corridor: Phase 2	No	N/A	No
AC Enhanced Bus: Hesperian/Foothill	No	N/A	No

* Assumes no significant cost increase or scope change; sponsors will need to demonstrate financial capacity to operated projects per provisions of Resolution 3434

** Includes local funding from Initial Operating Segment

Existing Regional Customer Service Programs

Program	Existing Contract?
Freeway Operations (TOS/MTOS)	No
FSP/Callbox	Yes, approx. through 2010
PTAP/TTAP	No
TransLink®	Yes, through 2016
Rides	Yes, through 2010
TravInfo®	Yes, through 2010
Air Quality Programs	No
Performance Monitoring	No
TLC/HIP	No
Local Streets/transit shortfalls	No

Note: Potential new programs: Bike/ped, freight, Lifeline t 61t

**Major County 2001 RTP Track 1 Projects That Do Not Meet Proposed
T-2030 “Committed Criteria” (over \$20 million)**

Alameda County

Port of Oakland JIT
SR 238 Hyward Bypass – Stages 2 and 3
I-880 Broadway/Jackson interchange
Rail grade separations
ACE station/track improvements
Isabel Ave/SR 84/I-580 interchange
I-580 HOV lanes: Pleasanton to Livermore
New West Dublin BART station
I-580/205 truck ramps

Contra Costa

West SR 4 freeway upgrade
Widen SR 4 from Loveridge to SR 160
I-680/SR 4 interchange modifications
Caldecott 4th Bore
I-680 Bollinger Canyon auxiliary lanes
Richmond intermodal transfer station

Marin

Local Marin bus service enhancements
Novato Narrows (Marin portion)

Napa

SR 12 widening: Jameson Canyon (Napa portion)
SR 12/29 grade separation (Airport Rd.)

San Francisco

Doyle Drive
BRT program

San Mateo

US 101 interchange modifications: various locations
SR 92: add lanes from US 101 to I-280

Santa Clara County

Interchange reconstruction: various locations
Widen SR 237 from SR 85 to US 101
SR 25: upgrade to expressway
US 101 auxiliary lane from SR 87 to Montague
Caltrain 4th track in Santa Clara
Widen Montague/Central Expressways

Solano

I-80/680 interchange modification
Vallejo intermodal terminal
Jepson Parkway: Phase 1
I-80 HOV lane: Fairfield to Vacaville
SR 12 (east) safety improvements
SR 12 widening: Jameson Canyon (Solano portion)

Sonoma

US 101 HOV lanes: Steele Lane to Windsor
US 101 HOV lanes: Old Redwood Hwy to Rohnert Park Exwy
US 101 Novato Narrows (Sonoma portion)

TRANSPORTATION 2030 BASELINE REVENUE PROJECTION ASSUMPTION

REVENUE SOURCE	2005 RTP				Available for New Investment (renewed 2001 RTP commitment or new projects)
	Baseline Revenue	Committed Funding	Committed to:	2001 RTP Commitment	
FEDERAL					
New Starts	\$ 1.400	\$ 1.400	Res. 3434 projects	Res. 3434	\$ -
Fixed Guideway Program	\$ 2.667	\$ 2.667	mostly to transit rehabilitation; some prior expansion commitments per Res. 3580	same	\$ -
Urbanized Area Formula (Capital)	\$ 4.623	\$ 4.623	transit rehabilitation	same	\$ -
Bus & Bus Facilities Program	\$ 0.299	\$ -	N/A	Res. 3434 & transit rehabilitation	\$ 0.299
Surface Transportation Program	\$ 1.489	\$ 0.150	2003 TIP, Res. 3434	2001 TIP, expanded TLC/HIP, various Track 1	\$ 1.339
CMAQ Program	\$ 1.314	\$ 0.142	2003 TIP, Res. 3434	2001 TIP, expanded TLC/HIP, various Track 1	\$ 1.171
TEA Fund-County	\$ 0.159	\$ -	N/A	County TEA projects	\$ 0.159
TEA Fund-MTC	\$ 0.095	\$ -	N/A	TLC/HIP projects	\$ 0.095
Bridge/Safety Program	\$ 0.523	\$ 0.523	bridge program	same	\$ -
Federal Subtotal	\$ 12.569	\$ 9.506			\$ 3.063
STATE					
SHOPP	\$ 4.166	\$ 4.166	State highway rehabilitation/safety projects	same	\$ -
TCRP	\$ 1.168	\$ 1.168	Specific projects identified by statute	same	\$ -
RTIP County Shares	\$ 2.725	\$ 0.492	2002 STIP, Res. 3434	2000 STIP/New Investment	\$ 2.233
Proposition 42 RTIP	\$ 1.812	\$ -	N/A	N/A	\$ 1.812
Interregional Road -- (ITIP)	\$ 0.976	\$ 0.480	2002 STIP	2000 STIP/New Investment	\$ 0.496
Proposition 42 ITIP	\$ 0.637	\$ -	N/A	N/A	\$ 0.637
State Transit Assistance -- PUC 99313--Population	\$ 0.284	\$ -	N/A	transit capital/operations & maintenance/LIFT/Express Bus	\$ 0.279
Prop. 42 STA Population-Based	\$ 0.280	\$ -	N/A	N/A	\$ 0.280
State Transit Assistance -- PUC 99314--Revenue	\$ 0.798	\$ 0.798	transit capital/operations & maintenance	same	\$ -
Proposition 42 STA Revenue-Based	\$ 0.786	\$ 0.786	N/A	N/A	\$ -
State Subtotal	\$ 13.632	\$ 7.890			\$ 5.737

Attachment 1

REVENUE SOURCE	2005 RTP				Available for New Investment (renewed 2001 RTP commitment or new projects)
	Baseline Revenue	Committed Funding	Committed to:	2001 RTP Commitment	
REGIONAL					
BATA Toll Revenues	\$ 2.400	\$ 2.400	Designated toll facilities	same	\$ -
Seismic Surcharge/AB1171	\$ 2.421	\$ 2.393	State toll bridge seismic/Res. 3434	same	\$ 0.194
AB664 Net Toll Bridge Revenues	\$ 0.221	\$ 0.221	Transit capital rehabilitation	same	\$ -
RM 1 Ferry Reserve	\$ 0.020	\$ 0.020	Designated ferry operators	same	\$ -
RM 1 Rail Extension Reserve	\$ 0.178	\$ 0.102	Res. 3434	Res: 3434	\$ 0.076
AB 1107 1/2 cent sales tax in three BART counties.	\$ 7.775	\$ 7.775	BART/AC/Muni transit capital rehab/O&M	same	\$ -
Service Authority for Freeway and Expressways (SAFE)	\$ 0.119	\$ 0.119	SAFE/FSP activities	same	\$ -
CARB Funds	\$ 0.054	\$ 0.054	Res. 3434	same	\$ -
AB 434 (Regional Funds)	\$ 0.281	\$ -	N/A	Air District discretionary projects	\$ 0.281
Region Subtotal	\$ 13.135	\$ 13.031			\$ 0.551
OCAL					
Transportation Development Act (TDA) Article 4	\$ 8.993	\$ 8.993	Transit capital rehab/O&M	same	\$ -
Transportation Development Act (TDA) Article 3 & 4.5	\$ 0.563	\$ 0.563	Bike/pedestrian & transit capital rehab/O&M	same	\$ -
1/2 cent sales tax for transit and existing 1/2 local option sales taxes	\$ 13.238	\$ 13.238	Sales tax projects/transit operations	same	\$ -
AB 434 (Local Funds)	\$ 0.190	\$ -	N/A	Local Air District-eligible projects	\$ 0.190
Local Streets and Roads Gas Tax Subventions	\$ 4.900	\$ 4.900	Local road improvements	same	\$ -
Proposition 42 Augmentation to Local Streets and Roads	\$ 2.575	\$ 2.575	Local road improvements	same	\$ -
Property Tax	\$ 0.608	\$ 0.608	BART/AC transit capital rehab/O&M	same	\$ -
Golden Gate Bridge	\$ 1.428	\$ 1.428	Transit and bridge operations	same	\$ -
RTEP Committed "Other"	\$ 1.723	\$ 1.723	Res. 3434	same	\$ -
Transit Fare Revenues	\$ 12.900	\$ 12.900	Transit capital rehab/O&M	same	\$ -
General Fund/ Parking Revenue (MUNI)	\$ 6.041	\$ 6.041	Transit capital rehab/O&M	same	\$ -
Local Subtotal	\$ 53.159	\$ 52.969			\$ 0.190
GRAND TOTAL	\$ 92.495	\$ 83.595			\$ 9.542
% of Baseline Revenue		90%			10%

Bay Area CMA Directors

Date: September 4, 2003

To: Steve Heminger
Executive Director, MTC

From: Bay Area CMA Directors

Subject: List of Key RTP 2030 Policy Issues for Discussion

During the period covered by the upcoming RTP, we will be engaged in a multidimensional balancing act: investment in system maintenance vs. system expansion; concentrating investment on high-cost, high priority corridors vs. spreading investment into smaller projects at the local level; emphasizing transit service vs. reducing congestion through direct highway and operational improvements; supporting smart growth vs. dealing with the transportation needs of more traditional developments.

We will need to juggle these issues while recognizing that as a region we are very diverse, and that what works in one county may not work in another. We also know that there will have to be trade offs. The development of the RTP provides an opportunity for us to have an objective discussion and develop a better understanding of what goals we share, what the region's system needs in order to function properly, what level of funding we are willing to devote to ensuring that we achieve common goals; and what level of local flexibility we are willing to sacrifice in pursuit of jointly held system performance objectives.

The three sections below provide a starting point and a structure for such a discussion, from the standpoint of funding priorities. The overarching goal is a transportation system that is more effective, more efficient and more socially equitable than what we have today."

I. Programs and Projects Competing for Prioritization in RTP 2030 and for Future Federal Cycle and STIP Funds

1. Regional Programs

- Level of Funding to be assigned to Regional Programs such as: Travinfo/511, TransLink, Regional Rideshare, TLC/HIP, and Others.

2. Transit Capital Replacement/Maintenance

- Revisiting MTC's policy commitment of funding of 100% of Transit Capital Replacement shortfall and what it means.
- Subsequently defining the level of, and conditions for, sustaining a regional commitment to fund the Transit Capital Replacement funding shortfall.

Bay Area CMA Directors

3. *Road Rehabilitation and Maintenance*

- Revisiting MTC's policy, and subsequently defining, the regional commitment to fund the Local Streets and Road Rehabilitation and Preventative Maintenance funding shortfall.

4. *Corridor Management*

- Defining the regional commitment to fund Corridor Management projects such as: highway operations and safety projects, highway expansion projects, HOV lanes, park and ride lots and intermodal centers, and system management projects (particularly with respect to RSTP and CMAQ funds).

5. *Other Projects*

- Defining the regional commitment to fund other projects such as bike paths on the Regional Bike Plan, Rail and Ferry Intermodal Stations, and Inter-City and Commuter Rail projects consistent with Resolution 3434.

II. **Balancing Regional Priorities with Local Flexibility**

1. How should the policies be implemented in future funding allocations?
2. What percentage of projected funding should be devoted to each of the above categories?
3. What percentage of the funding allocation should remain flexible, and/or what other approach should be considered (i.e., separation by source of funds, for example) to enable CMAs (Counties) to set priorities for addressing the five regional priorities identified above?
4. How should other regional funding priorities important to the CMAs, such as PPM funds for Project Delivery, be addressed?

III. **Budget Approach is Necessary to Achieve RTP Policy Balance**

1. All agencies are having to take a budget approach to determine the levels of service provided. The RTP should be no different. How should this be reflected in the RTP process and approach?
2. The RTP needs to achieve a balance between a variety of transportation priorities and needs. The shortage of transportation funds coupled with automatic set asides will result in some categories not getting funded. Rather than a series of super projects or automatic set asides, shouldn't all categories be looked at in conjunction with the funding available and at that point decided how much is practical to fund in each category?

DRAFT
Transportation and Land Use

This subject will be an essential challenge for the *Transportation 2030 Plan*. Much work has been accomplished in the region with the completion of the Smart Growth Project, and related efforts such as MTC's newly initiated Transportation Planning and Land Use Solutions program with the CMAs.

There are several key policy questions that we expect to emerge as part of the T-2030 deliberations:

- How should the Commission assess performance of transportation projects against Smart Growth objectives?
- Should the Commission develop a specific policy that explicitly links transportation investment to land use?
- How can the TLC/HIP model be expanded and leveraged to advance more incentives for transportation/land use connections and Resolution 3434?

Recommendations

1. Develop a transportation/land use policy statement for T-2030

The Smart Growth project suggests an overall direction for future land development around transit corridors and stations, which closely aligns with adopted Commission transit expansion plans. However, there is not a yet a clear transportation/land use policy statement that brings provides a framework for evaluating the land use implications of major project and program choices in T-2030. Such a policy statement would focus on assessing transportation projects and programs specifically, as a complement to the other elements of the Smart Growth recommendations dealing with housing, open space preservation, socio-economic location/displacement etc. However, as these elements are inter-dependent to various degrees, it is important that this policy be developed in cooperation with other partners, particularly local government which holds land development authority—the Smart Growth policy adopted by SANDAG, which highlights distinct regional and local responsibilities may be a good model for the Bay Area.

2. Determine an appropriate percentage of TLC/HIP program that should fund specific plan development around existing or near-term future rail stations and/or corridors.

The Commission is currently reassessing its TLC/HIP program. With the tripling of investment in this program, a major question is the degree to which the program should continue to focus on discreet, community/neighborhood scale improvement projects, or strive to influence significant changes in land development patterns, particularly around present and future transit stations. Financial support of specific plans detailing developable parcels, zoning requirements and mitigation hazards in areas around transit stations or along transit corridors would enhance the potential that complex transit oriented developments may actually be judged feasible and eventually implemented. A joint complementary planning exercise with ABAG would be to prepare a GIS map of development opportunities around Resolution 3434 transit projects, to demonstrate how assumptions of increased densities under Smart Growth projections would be met by implementing housing/mixed use development in these areas. Proactively working with local governments to generate developments suggested

by the map would be a logical next step, and could be coordinated with the next recommendation.

3. Encourage changes to local general plans that support Transit Oriented Development for Resolution 3434 investments.

While specific plans may be helpful, the denser development patterns along transit corridors as envisioned in the Smart Growth project will be subject to many other pressures, not least among them the revenue generation potential of future developments, and the attendant local service pressures created by various land uses. However, any major transit investment must consider its ridership markets if it is to be economically feasible, and adjacent land uses to the transit infrastructure plays an enormous role in determining that viability. Therefore, the Commission should consider explicitly conditioning the award of those funds under its control for Resolution 3434 expansion projects—namely, that regional discretionary dollars will not be programmed until local government demonstrates that plans are in place supporting some level of increased housing/employment density around transit stations/transfer centers.

4. Support transportation/land use coordination beyond transit corridors.

While the “network of neighborhood” concept is core to the Smart Growth project recommendations, it was not the sole focus. Infill beyond TOD around rail/express bus stations has additional potential that should be supported, particularly to the extent that it encourages walking and biking for non-work trips in addition to the transit-commuter linkages anticipated as a primary market for 3434 extensions. Therefore the following complementary actions could be undertaken:

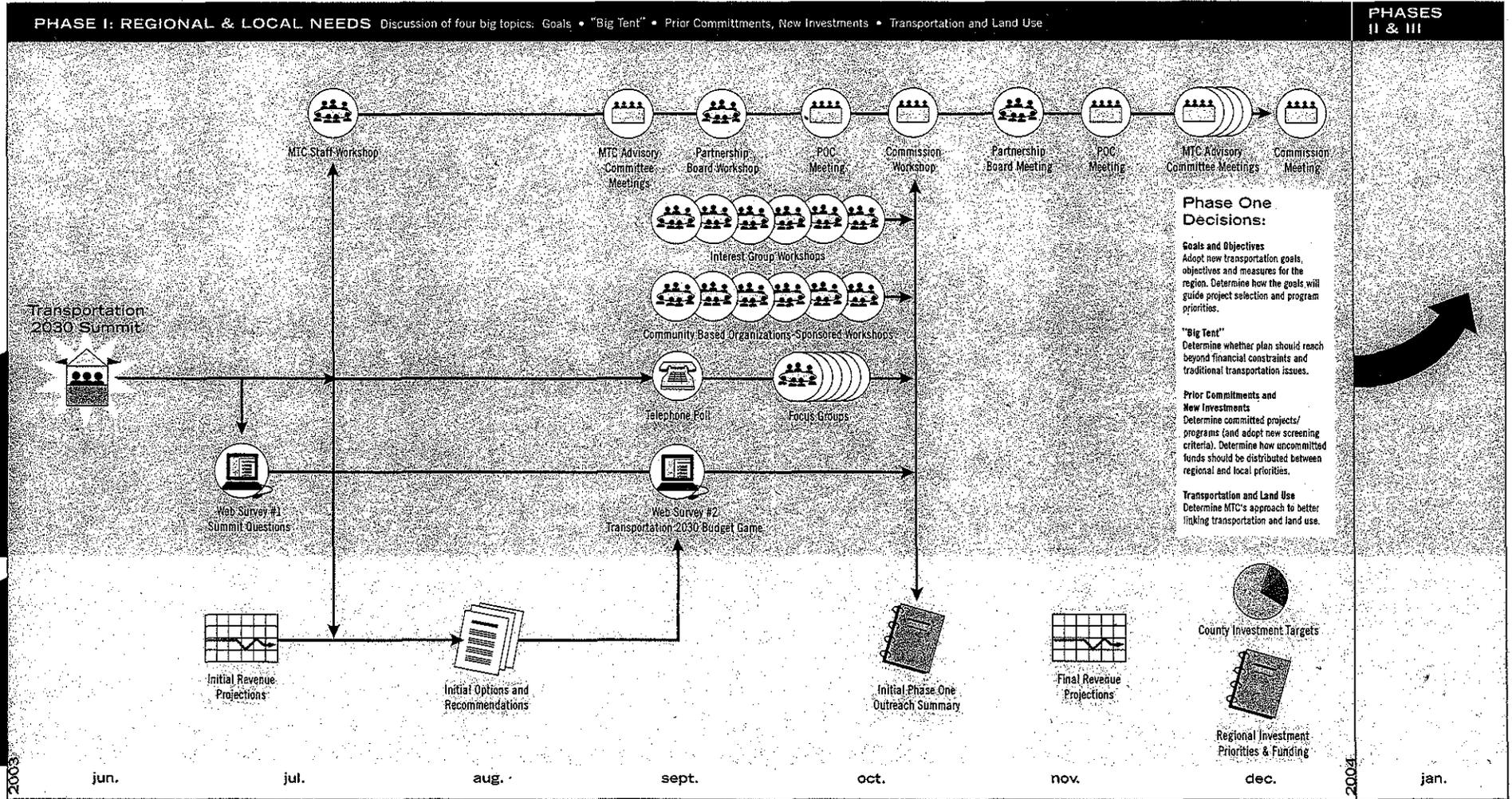
- continue to pursue neighborhood scale access improvements (bike/pedestrian/local transit) outside of the rail network, highlighted through the TLC program.
- develop an open space plan, in conjunction with ABAG, that would reinforce infill development as a priority for growth in cities and established suburbs.

5. Coordinate transportation/land use issues with regional neighbors

In-commuting pressures are directly tied to jobs/housing imbalances spilling over our borders. Bringing more housing into the Bay Area instead of future anticipated development in neighboring regions is a major underlying objective of the Smart Growth project recommendations. However, this will require cooperative planning with neighbors to the north (SACOG), east (San Joaquin and Stanislaus) and south (San Benito, Monterey and Santa Cruz) of the Bay Area region. A critical first step will be to identify and resolve data gaps or inconsistencies in long range demographic forecasts (what are these regions projecting for future jobs and housing?), as well as travel projections on key transportation facilities connecting the MTC region to its neighbors—I-80, I-580, US 101-North; US 101- South, State Hwy 17 and State Hwy 1. A next step would be to identify opportunities for joint planning or investments in these corridors that would reinforce the Bay Area’s Smart Growth objectives.

2030 planning process phase one detail

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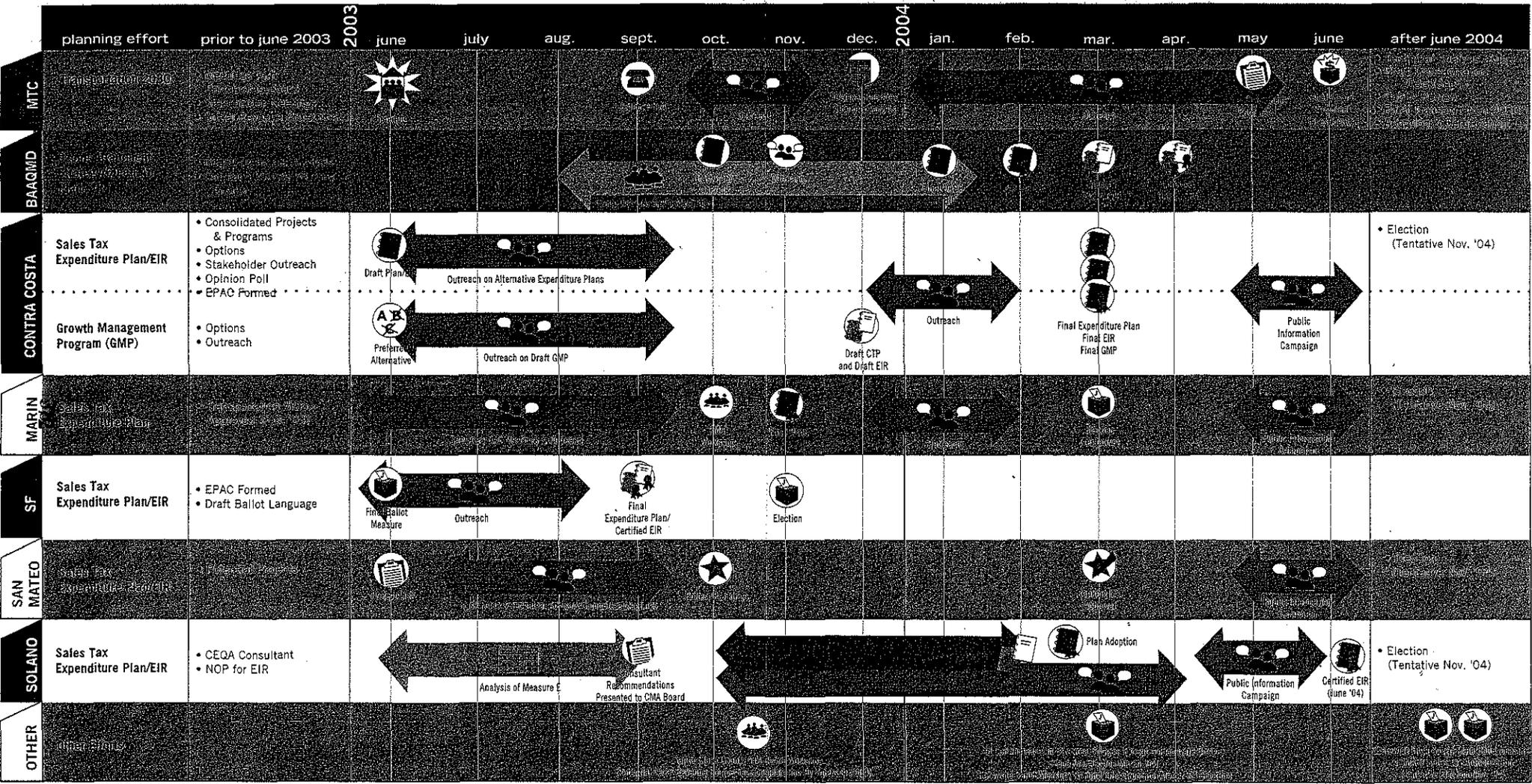


major planning milestones

M T C

KEY

1. Initial Study	2. Final Study	3. Final Report
4. Final Report	5. Final Report	6. Final Report
7. Final Report	8. Final Report	9. Final Report
10. Final Report	11. Final Report	12. Final Report
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79. Final Report	80. Final Report	81. Final Report
82. Final Report	83. Final Report	84. Final Report
85. Final Report	86. Final Report	87. Final Report
88. Final Report	89. Final Report	90. Final Report
91. Final Report	92. Final Report	93. Final Report
94. Final Report	95. Final Report	96. Final Report
97. Final Report	98. Final Report	99. Final Report
100. Final Report	101. Final Report	102. Final Report



Note: The following counties also are updating their Countywide Transportation Plans during this timeframe: Alameda, Contra Costa, Marin, Napa, San Francisco, Santa Clara, Solano and Sonoma. Please contact your local CMA for details. June 2003



**CONTRA COSTA
TRANSPORTATION AUTHORITY**

Memorandum

TO: Partnership Board
FROM: Dennis Fay, ACCMA & Bob McCleary, CCTA, Co-Chairs
RE: Conclusions of Task Force on Local Streets and Roads and Transit Capital Shortfalls
Date: September 9, 2003

Summary

On behalf of the Partnership, the Task Force on Local Streets and Roads and Transit Capital Shortfalls has been meeting since July 2002, and has completed its work. The Task Force was comprised of staff from MTC, the CMAs, local public works directors and transit agencies. We developed a framework for considering capital replacement needs, discussed alternative policy approaches to address capital shortfalls, and provided assistance to MTC staff in a comprehensive data collection effort. The inventory effort produced significantly improved estimates of the projected regional capital needs, revenues, and resulting shortfalls for both transit and local streets and roads over the 25-year period of the upcoming 2005 Regional Transportation Plan – Transportation 2030. The Task Force commends MTC staff and the staff of the transit agencies, cities, counties and the CMAs for their contributions to this effort, which highlight the significant needs for capital replacement during the Transportation 2030 period.

Conclusions

The inventory of projected capital needs compared to available revenues led to the following estimated shortfalls in future funding:

- (1) for local streets and roads, unmet needs of \$4 billion for pavement and \$2.8 billion for non-pavement totaling \$6.8 billion;
- (2) for transit, \$5.8 billion for capital needs plus BART seismic retrofit at \$1.3 billion for a total of \$7.1 billion.

These shortfalls totaling nearly \$14 billion compare to MTC's total estimated discretionary funding of approximately \$9.5 billion for Transportation 2030.

As a result of the very large projected unmet needs compared to available revenues, the Task Force recommends that MTC take two sequential steps to determine what portion of unmet capital needs will be assumed as a "regional" responsibility as part of Transportation 2030.

1. **Budget for Capital Shortfall.** Based on full consideration of other competing interests including MTC's regional programs, safety, operational improvements, needs for continuing expansion of the system, etc., the Task Force recommends that MTC should make a budget decision that balances these competing needs to determine what portion of the \$9.5 billion in discretionary funding will be committed, in aggregate, to transit and local streets and roads capital shortfalls; and
2. **Assignment of Budgeted Funds to Transit and Local Streets and Roads Capital Needs.** Once the budget level for capital needs has been set, MTC should consider an array of options before it to assign funding within that budgeted level to the transit and local streets and roads capital shortfalls.

Transit & Local Streets & Roads
Rehabilitation & Maintenance in the 2005 Regional Transportation Plan:
A Proposed Policy Statement

Framing the Issue

On-going maintenance and rehabilitation of the facilities and equipment that comprises the transportation system represents one of the most important investments we can make in those systems. Investment to preserve capital facilities and equipment both reduces long-term maintenance costs and avoids, or minimizes, the need for replacement.

First, if systems are not well maintained, the cost of repair can go up dramatically once inadequate maintenance allows significant breakdowns to occur. For example, for local streets and roads pavement, a 40 percent drop in quality typically occurs at 75 percent of its life. A \$1 investment (per relative unit of size) for renovation at that point can restore the pavement and its serviceable life. However, if restoration is delayed just a little longer before restorative work – when 87 percent of the useful life has passed – then it requires a \$5 investment (per unit) to restore it to top condition.¹ In addition, poor pavement conditions can impose significant costs on public and private vehicles that travel on them due to additional wear on suspension systems, tires, etc., and from reduced safety. Likewise, insufficient replacement and rehabilitation of transit equipment result in additional operating costs associated with taking revenue vehicles out of service. In addition, transit properties experience a direct loss of fare revenues as a result of system failure, and indirectly, when public perceptions about system reliability persist. There are also external costs to private and public employers and to individuals when systems break down as a result of insufficient maintenance. Exponential deterioration and a corresponding steep increase in the cost to repair is fairly typical of capital facilities, and a primary reason for emphasizing sound practices for rehabilitation and maintenance.

Second, the value of the existing system far exceeds our ability to replace it within any reasonable time frame. For example, the 1995 Transportation Consensus Project estimated the existing statewide investment in the State Highway system at \$300 billion in 1995, and the investment in local streets and roads at an additional \$300 billion. Transit systems were estimated to represent an investment of \$30 billion.² The estimated cost to replace those systems would be multiples of the original investment levels.³

Recognizing the importance of maintenance and rehabilitation, state statutes specify “operation, maintenance and rehabilitation of the state highway system” as the number one priority for investment of State Highway Account funds, with safety improvements (other than adding lanes) as the next critical priority.⁴ (Of course, there clearly are instances where a critical safety improvement takes precedence over rehabilitation and maintenance of the existing system, which can also be expected for investments in the local transportation system as well.)

¹ Metropolitan Transportation Commission, “The Pothole Report: An Update on Bay Area Pavement Conditions,” (March 2000), p. 4.

² Californians for Better Transportation (CBT) and California’s Transportation Agencies, “Final Report of the Transportation Consensus Project,” (January 1995), p. 10. Several rail system projects have been completed since 1995 that would significantly increase the total investment figure for such systems. (See next footnote.)

³ For example, the original BART system cost approximately \$1.6 billion (72 miles); the Dublin/Pleasanton line approximately \$540 million (14 miles); West Pittsburg-Bay Point approximately \$500 million (8 miles); and San Francisco Airport extension approximately \$1.6 billion (10 miles); cumulatively \$4.24 billion in historical dollars. To replace that 104 mile system today would probably cost \$10 to \$15 billion.

⁴ Streets and Highways Code, Section 167 (a) (1) and (2).

Local Streets & Roads	DRAFT 25-YEAR ROAD NEED		DRAFT 25-YEAR TRANSIT NEED	Transit
	MTS	Non-MTS*		
Maintaining the traveled way: <ul style="list-style-type: none"> · Pavement rehabilitation and replacement, including related drainage, and curb and gutter repair that are integral to the street itself · Projects to maintain operability, including facilities outside the street but within the right of way such as drainage, retaining walls and protective betterments. · Bridge rehabilitation and replacement 	\$ 1,423,851,170	\$ 7,998,154,411	10,642,000,000	Revenue Vehicle Replacement / Rehabilitation and Ferry Replacement / Rehabilitation Fixed Guideway Replacement/Rehabilitation
Preventive maintenance necessary to maintain pavement and bridges for their useful life. Specific elements to be determined.			1,278,000,000	Major Component Sustainability
Safety and security needs, including sidewalk repair, traffic signals, lighting for safety, guardrails, stop signs, etc.	\$ 1,026,264,349	\$ 5,644,589,532	521,000,000	Safety Security
ADA access improvements, such as curb cuts, audible "walk" traffic signals, accessible ramps, crosswalk paving, etc.			77,000,000	ADA/Non-Vehicle Access Improvement
Fixed/heavy equipment for maintaining local streets and roads, including graders, backhoes, tractors, dump trucks, lift trucks, and similar operating equipment; shops and shop equipment necessary to maintain such operating equipment			1,441,000,000	Fixed/Heavy Equipment, Maintenance/Operating Facilities
Park & ride lots maintained by a city or county.			962,000,000	Intermodal Stations/ Parking Rehabilitation
Other Pavement Needs			732,000,000	Other Transit Components

SUBTOTALS	\$ 2,450,115,519	\$ 13,642,743,943	
TOTAL		\$ 16,092,859,462	15,653,000,000

* Includes all local roads - arterials and collectors (MTS and non-MTS) only would be:

Pavement	\$ 3,742,780,529
Non-Pavement	\$ 2,618,397,433
Total	\$ 6,361,177,962

** Does not include BART seismic costs estimated to be \$1.3 billion. Inventory limited to large transit operators.

Local Streets & Roads	DRAFT 25-YEAR ROAD SHORTFALLS		DRAFT 25-YEAR TRANSIT SHORTFALLS	Transit
	MTS	Non-MTS*		
Maintaining the traveled way: Pavement rehabilitation and replacement, including related drainage, and curb and gutter repair that are integral to the street itself Projects to maintain operability, including facilities outside the street but within the right of way such as drainage, retaining walls and protective betterments. Bridge rehabilitation and replacement	\$ 655,430,430	\$ 3,386,790,202	-	Revenue Vehicle Replacement / Rehabilitation and Ferry Replacement / Rehabilitation Fixed Guideway Replacement/Rehabilitation
Preventive maintenance necessary to maintain pavement and bridges for their useful life. Specific elements to be determined.			-	Major Component Sustainability
Other Non-Pavement Needs:	\$ 433,891,452	\$ 2,329,197,820	-	Safety Security
Safety and security needs, including sidewalk repair, traffic signals, lighting for safety, guardrails, stop signs, etc.				ADA/Non-Vehicle Access Improvement
ADA access improvements, such as curb cuts, audible "walk" traffic signals, accessible ramps, crosswalk texturing, etc.				Fixed/Heavy Equipment, Maintenance/Operating Facilities
Fixed/heavy equipment for maintaining local streets and roads, including graders, backhoes, tractors, dump trucks, lift trucks, and similar operating equipment; shops and shop equipment necessary to maintain such operating equipment				Intermodal Stations/ Parking Rehabilitation
Park & ride lots maintained by a city or county.				Other Transit Components

SUBTOTALS	\$ 1,089,321,882	\$ 5,715,988,022	5,092,000,000
TOTAL		\$ 6,805,309,904	5,871,000,000

Assumes Major Component Sustainability Gets Priority Funding From Operating Revenues

Assumes Major Component Sustainability Receives Capital Funding

* Includes all local roads - arterials and collectors (MTS and non-MTS) only would be:

Pavement	\$ 1,038,082,499
Non-Pavement	\$ 726,228,142
Total	\$ 1,764,310,642

** Does not include BART seismic costs estimated to be \$1.3 billion. Inventory limited to large transit operators.

Transportation 2030 - Local Roads and Transit Capital Shortfall Commitment Discussion

2001 RTP Policy	Local Roads	Transit
		Regional commitment to MTS pavement; local agencies responsible for setting MTS non-pavement and non-MTS investment levels
2001 RTP	Local Roads	Transit
Capital Need	\$390,300,000	\$15,486,100,000
Capital Revenues	\$261,100,000	\$14,420,100,000
Shortfall	\$129,200,000	\$1,066,000,000

Significant Changes Since the 2001 Regional Transportation Plan

Local Roads:
 1) Pavement need increased significantly as a result of updated pavement treatment costs.
 2) Revenues increased overall as a result of the addition of Proposition 42 funding. However, other than non-Proposition 42, revenues decreased as a result of eliminating State Controller report revenues that had been applied to previous estimates. These revenues are used for operations and 'other' non-rehab road costs.

Transit:
 1) Transit operating costs have increased roughly 13% since the 2001 RTP despite recent service cuts. Increases are due to some new services, labor contracts, and increased medical insurance costs.
 2) Sales-tax revenue projections are significantly lower than the 2001 RTP.
 3) The combination of higher operating costs and lower sales tax revenue projections result in less surplus operating revenue being assumed as available to meet capital expenses.

T-2030 Option 2001 RTP Policy	Local Roads	Transit
	Regional commitment to MTS pavement; local agencies responsible for setting MTS non-pavement and non-MTS investment levels	Regional commitment of 100%, subject to operator financial responsibilities and re-definition of regional commitment in subsequent RTP
T-2030	Local Roads	Transit
Capital Need	\$1,423,900,000	\$14,375,000,000
Capital Revenues	\$768,500,000	\$9,283,000,000
Shortfall	\$655,430,430	\$5,092,000,000

T-2030 Option 2	Includes all currently defined road MTS categories (pavement, non-pavement, and bridge)	Transit score 12 and above. Includes revenue vehicle/fixed guideway replacement, safety/security, ADA/non-vehicle access, and stations/parking.
T-2030	Local Roads	Transit¹
Capital Need	\$2,450,100,000	\$13,643,000,000
Capital Revenues	\$1,360,800,000	\$9,283,000,000
Shortfall	\$1,089,300,000	\$4,360,000,000

T-2030 Option 3 Revised Definition of Regional Funding Responsibility	MTS plus arterials and collectors; includes both pavement and 100% non-pavement (Task 3b)	Transit score 12 and above. Includes revenue vehicle/fixed guideway replacement, safety/security, ADA/non-vehicle access, and stations/parking.
T-2030	Local Roads	Transit¹
Capital Need	\$6,361,200,000	\$13,643,000,000
Capital Revenues	\$4,596,900,000	\$9,283,000,000
Shortfall	\$1,764,300,000	\$4,360,000,000

T-2030 Option 4 Functional Investment Option	MTS plus arterials and collectors; includes both pavement and non-pavement <i>[Handwritten: MTS - LCV pavement]</i>	Score 16 and above. Revenue vehicles, fixed guideway, and other facility replacement.
T-2030	Local Roads	Transit¹
Capital Need	\$9,422,000,000	\$10,642,000,000
Capital Revenues	\$5,380,000,000	\$9,283,000,000
Shortfall	\$4,042,000,000	\$1,359,000,000

Note 1: In all options, the transit shortfall would be increased by roughly \$0.8 billion if major component sustainability is included as a capital expense. The total major component amount of \$1.3 billion is partially offset by available operating revenues. BART seismic cost of \$1.3 billion not included in above transit needs.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Partnership Board

DATE: September 11, 2003

FR: Lisa Klein

W.I.:

RE: Project Performance Measures Process for Transportation 2030 – Project Submittal

OVERVIEW

SB 1492 (Statutes of 2002) established new requirements for MTC to evaluate new projects and programs prior to their inclusion in Transportation 2030 Plan. In June MTC adopted MTC Resolution No. 3564 with corridor objectives, screening criteria and performance measurement criteria developed in consultation with a joint committee of the Partnership Technical Advisory Committee and the MTC Advisory Council. (See Attachments A through C.)

This memo outlines the process that will take place this fall for evaluating new potential Transportation 2030 projects. Projects in the 2001 RTP do not need to be evaluated unless there is a greater than 30% change in the amount of RTP funding sought (RTIP, ITIP, STP or CMAQ). New projects should be submitted for evaluation no later than **October 17, 2003**.

MTC requests that each CMA coordinate with traditional project sponsors (e.g., cities, counties, transit operators, Caltrans and ports) to develop a list of projects for evaluation this fall. At this stage, the list does not need to be financially constrained – though it should be reasonable in proportion to projected RTP revenues. MTC will conduct the evaluation of new projects between October 2003 and March 2004. In May 2004, each CMA will submit a financially constrained list of all projects proposed for inclusion in the plan (new projects as well those carrying over from the 2001 RTP). At that time, the CMAs should submit a written narrative discussing how the MTC evaluation results were used in developing the financially constrained list.

While the CMAs should identify projects for submittal, it is probably appropriate for the project sponsors themselves to complete the web-based submittal form, which requires some detailed project information needed for the evaluation. MTC will notify the CMAs when the form is available, and they in turn should notify the sponsors that will be submitting projects. Both the CMA list and the completed projects submittal forms are due to MTC by October 17, 2003.

After screening the submittals to determine which projects are eligible for evaluation, MTC will conduct a two part evaluation described below. MTC will make a summary of the results available to the public as well as partner agencies in the spring of 2004, following review of results with project proposers. It is important to note that the performance measures results will not themselves determine which projects are eligible or ineligible for inclusion in Transportation

2030. The measures will provide information for discussion as elected officials decide which projects should be recommended to MTC for inclusion by the CMAs in May 2004.

Questions about submitting projects or about the evaluation process should be directed to Lisa Klein by e-mail (lklein@mtc.ca.gov) or phone (510.464.7832).

PROJECT SUBMITTAL

Projects should be submitted in October for evaluation if they meet all of the following criteria:

- Not included in the 2001 Regional Transportation Plan (RTP).
- Proposed for implementation by 2030.
- Total cost is estimated to be greater than \$5 million (lower cost projects will be excluded from the evaluation but will still be eligible for inclusion in Transportation 2030);.
- May be funded in whole or part with discretionary regional funding (RTIP, ITIP, STP, CMAQ). Projects funded entirely through local sources or SHOPP need not be evaluated. Projects in the proposed bridge toll legislation (SB 916) should be submitted only if they are not already in the 2001 RTP and they would require discretionary regional funding (RTIP, ITIP, STP, CMAQ). Similarly, projects that may be included in new sales tax measures under consideration on or before November 2004 should also be submitted in October if they are likely candidates for regional discretionary funding.
- Pass the adopted screening criteria. (See Attachment B.)

In addition, projects already in the 2001 Regional Transportation Plan should be submitted if the requested amount of regional discretionary funding (as defined above) will increase by more than 30% (excluding inflation).

We have had several questions recently about the screening criterion requiring there be a reasonable expectation of operating funds. We are still assessing regional transit operating revenues and expenses over the RTP period, and it is too early to say whether there is a shortfall or a surplus. For this reason, transit expansion submittals will be accepted. We will reassess this approach once we have more information.

Note that projects may be submitted in October for evaluation even if a sponsor has not been identified; however a willing, eligible sponsor must be identified by February 2004 in order for a project to be considered for inclusion in Transportation 2030.

Projects Submitted by Members of the Public

MTC is soliciting project ideas from members of the public through September 17, 2003. Once the short form public project submittals have been reviewed, MTC staff will share these projects with the interested agencies (e.g., CMAs, transit operators, Caltrans). For those projects eligible for evaluation, MTC will work with the public proposers and other interested agencies to develop the information necessary for evaluation.

What Information Must be Submitted?

The submittal form will ask for the information listed below. Required information is indicated with a star.

Project Description

- ★ Title
- Sponsor
- ★ Investment type (maintenance, expansion, operations)
- Mode
- New project or existing RTP project?
- ★ Location (County, RTP corridor)
- Is project on the Metropolitan Transportation System (MTS) (All transit is on the MTS)
- Adopted plans including project
- ★ Brief discussion of project purpose
- ★ Brief project description
- ★ Detailed description for modeling (required only for capital and operating projects on the roadway or transit network; not needed for bicycle or pedestrian projects, broad programs, or maintenance or rehabilitation projects)

Contact Information for Proposer

- ★ Name & agency/organization
- ★ Address, phone, fax and e-mail

Project Cost (MTC will provide guidelines for estimating project costs)

- Total capital cost (2004\$)
- Annual operating & maintenance cost (2004\$)
- Net operating & maintenance cost for transit (2004\$)

Project Schedule

- Project development status (PSR, environmental review, etc.)
- Expected start of construction and year of operation

Information for Evaluation

- ★ Corridor objectives addressed (See Attachment A.)
- ★ For each objective addressed
 - data or qualitative response (See Attachment C),
 - source,
 - additional information proposer wishes to provide

PROJECT EVALUATION

The overall intent is to outline project and corridor benefits and their associated costs. The evaluation has two main elements:

1. Project Needs Assessment – Projects are proposed and developed in response to some identified transportation need. The baseline evaluation of transportation conditions in 2025 will assume all Track 1 projects in the current 2001 RTP are implemented, and is largely derived from MTC's travel demand model (based on Projections 2003 land uses). New projects will be assessed on how well they improve these baseline transportation conditions. In a few cases, needs are assessed relative to current conditions or qualitative factors. All projects that pass the screening phase will be assessed in this portion of the analysis. The ability of projects to address the baseline needs will be rated on a consistent scale, e.g., high/medium/low.
2. Corridor Benefits Analysis – MTC will develop up to three packages composed of the projects submitted for evaluation and use the regional travel demand model to forecast how these projects affect travel conditions in 2025 in each of the RTP corridors. MTC will convene the joint committee that helped develop the measures to review the proposed packages of projects. Only those projects that can be evaluated using MTC's regional travel demand model will be assessed in this portion of the analysis. This will generally include transit and roadway expansion, transit service improvements, and

transit and roadway operations projects. Bicycle and pedestrian projects, maintenance and rehabilitation projects, and programmatic investments for which specific improvements are not identified will not be included in this portion of the evaluation.

The adopted performance criteria for both parts of the analysis are listed in Attachment B. When submitting projects, there will be an opportunity to include additional relevant information that is not captured by the evaluation. This additional information will also be noted in the evaluation summary.

The results of the evaluation will be presented along with cost information on individual projects and corridor packages. Cost information will include total and annualized capital cost and total and net annual operating cost.

OVERALL SCHEDULE

Transportation 2030 Schedule		Focus on Project Evaluation
Fall 2003	MTC Public Workshops	<i>September</i> Project submittal form available (mid-month) Summary of 2025 conditions MTC review testing results with Joint Committee <i>October 17</i> Deadline for project submittals to MTC
Winter 2003	MTC Public Workshops Final Revenue Projections Regional Investment Priorities & Funding County Investment Targets	<i>November</i> MTC and CMAs jointly screen projects MTC develops packages of projects for corridor benefits analysis. ¹ MTC conducts evaluation
Winter 2004		MTC conducts evaluation
Spring 2004	County-Based Public Workshops MTC Public Workshops Local Investment Priorities Submitted by CMAs to MTC (May)	<i>February/March</i> Evaluation results complete and reviewed with project proposers
Summer 2004	MTC conducts technical analysis for Environmental Impact Report (EIR)	
Fall 2004	Draft Transportation 2030 Plan and Draft EIR MTC Public Hearings	
Winter 2005	MTC Adoption (January 2005)	

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¹ These packages will be reviewed with the Joint P-TAC/Advisory Council Committee.

Date: June 25, 2003
W.L: 1212
Referred by: POC

Attachment A
Resolution No. 3564
Page 1 of 1

Corridor Objectives Framework for Project and Corridor Performance Evaluation for the Transportation 2030

Maintain the existing system

- Reduce maintenance and rehabilitation shortfalls

Improve System Safety

- Minimize injuries and loss of life in event of seismic failure or collisions/other safety incidents

Accommodate growth in person and freight travel while preserving or improving travel time

- Operate the system more efficiently
- Operate the system more reliably
- Increase capacity and reduce bottlenecks through strategic expansion

Increase convenience for persons and freight

- Improve system connectivity by adding new links to the transportation network, adding new points of connection or improving existing points of connection
- Improve access to the regional transportation system
- Operate the system with greater attention to customer service (Be more customer-oriented)

Maximize external benefits and minimize disbenefits

- Protect the environment/public health
- Support community vitality through transportation improvements that improve mobility and accessibility within communities
- Address transportation needs of region's most disadvantaged households
- Support the MTC-ABAG Smart Growth objectives.

Date: June 25, 2003
 W.I.: 1212
 Referred by: POC

Attachment B
 Resolution No. 3564
 Page 1 of 1

Performance Measurement Criteria for the Transportation 2030

MEASURES FOR PROJECT NEEDS ASSESSMENT

<i>Objective Category/ Aspect Measured</i>	<i>Performance Criteria/ Measurement</i>
<i>Improve safety</i>	
• Seismic safety	Number of persons at risk in event of failure in 2025 <i>Number of daily facility users (persons)</i>
	Is project on Caltrans lifeline system? (state highways only)
• Collisions (all modes) and transit security	Recent incident history <i>Average number of incidents or incident rate over past three years*</i>
<i>Maintain the system</i>	
• Roadway maintenance	Future wear and tear on roads <i>Total vehicle miles traveled and truck vehicle miles traveled in 2025</i>
• Transit maintenance	Future wear and tear on transit system <i>Passenger miles per vehicle plus vehicle miles per vehicle in 2025</i>
<i>Accommodate growth in person and freight travel from now until 2025 and preserve or improve travel time</i>	
• Make existing capacity more reliable	Roadways – Crowding in 2025 <i>Peak period volume to capacity ratio</i>
	Transit – On-time performance <i>Future on-time performance rate based on record over past three years and 2025 operating conditions (deterioration in bus speeds)</i>
• Make more efficient use of existing capacity	Roadways – Crowding in 2025 <i>Peak period volume to capacity ratio (report separately for HOV lanes and major truck routes)</i>
• Construct/create new capacity	Transit – Ridership and capacity in 2025 <i>Peak period transit passengers and seats</i>

* Data to be provided by project proposer

Objective Category/ Aspect Measured	Performance Criteria/ Measurement
<i>Increase user convenience</i>	
<ul style="list-style-type: none"> • Improve connectivity 	<p>New connections – Qualitative assessment of gap or connectivity in local or regional plan. If not in a plan, describe deficiency.*</p> <p>Improved connection points (transit transfer points, highway-to-highway interchanges/intersections)</p> <p>Transit – levels of connecting services in 2025</p> <p><i>Rate of connecting services (e.g. buses/hour and trains/hour)</i></p> <p>Roadways – level of activity at connections in 2025</p> <p><i>Number of vehicles using connection</i></p>
<ul style="list-style-type: none"> • Improve access for passengers to regional transportation network 	<p>Transit – Transit station boardings in 2025</p> <p><i>Daily boardings at major transit terminals</i></p> <p>Roadways – Population and job growth from today to 2025 in areas adjacent to highways</p>
<ul style="list-style-type: none"> • Improve access from ports and airports to the regional transportation network 	<p>Projected growth in cargo and air passengers from today to 2025*</p> <p><i>Increase in port cargo volume, air freight tonnage and air passengers</i></p>
<ul style="list-style-type: none"> • Customer service improvements 	<p>Deficiencies identified through formal evaluation process*</p>
<i>External benefits</i>	
<ul style="list-style-type: none"> • Air Quality 	<p>Daily emissions in corridor in 2025 (ozone and particulate matter)</p> <p>Is project a state or federal TCM?</p>
<ul style="list-style-type: none"> • Noise Reduction 	<p>Traffic volume and speed in 2025</p>
<ul style="list-style-type: none"> • Equity 	<p>Is project intended to serve an identified community of concern from RTP equity analysis?*</p> <p>Is project an identified Lifeline transit route?*</p> <p>Is project intended to revitalize an urban area?*</p> <p>Is project from a community-based transportation plan?*</p>
<ul style="list-style-type: none"> • Community Vitality 	<p>Does project enable community residents to use a range of modes (bicycle, walk, transit) to access daily activities within the community*</p> <p>Does project support a community's development and/or redevelopment activities?*</p> <p>Does project implement MTC-ABAG Smart Growth objectives?</p>

MEASURES FOR CORRIDOR BENEFITS ANALYSIS

Corridor Benefit	Performance Criteria Measurement
Mobility	User benefit <i>Value of travel time savings plus out-of-pocket cost savings for the alternative compared to the 2001 RTP</i>
Accessibility	Change in average travel time <i>All trips within corridor by mode AM and midday for each alternative compared to the 2001 RTP</i>
Emissions/Vehicle Miles Traveled (VMT)	Change in emissions (ozone and particulate matter) and VMT <i>Calculate change in VMT for each alternative compared to the 2001 RTP. Use EMFAC2002 to calculate change in daily emission levels from vehicle trips and VMT for each alternative compared to the 2001 RTP</i>

Date: June 25, 2003
W.I.: 1212
Referred by: POC

Attachment C
Resolution No. 3564
Page 1 of 1

Project Evaluation Screening Criteria

- Investment is not defined sufficiently to generate sketch level data for evaluation. (Minimum requirements will be defined.)
- Investment is proposed to replace an existing Track 1 project, unless sponsor wishes to withdraw project from Track 1.
- Investment was studied and rejected in a recently completed corridor/major investment study.
- The cost of the investment is not reasonable in proportion to estimated new county Track 1 funds (i.e. a single project should not require more than 40% of estimated Track 1 funds; threshold may be higher in small counties with small amounts of new Track 1 funding.)
- There is not a reasonable guarantee of operating funds.
- Investment has a fatal environmental flaw.
- Investment requires a change in law or regulations to be funded or implemented, unless there is a reasonable expectation that such a change may be enacted.
- Proposal is a broad policy (e.g. value pricing, smart growth) rather than a project.

**SOLANO COUNTY
REGIONAL TRANSPORTATION PLAN (TRANSPORTATION 2030)
Proposed Submittals to MTC for Performance Measures Evaluation
DRAFT 10/2/03**

Existing RTP Track 1 Major Projects 2001

1. I-80/680/12 Interchange Improvements
 - a) Braiding EB I-80 Ramps – I-680 to Suisun Valley Road
 - b) I-80 EB & WB HOV Lane – SR 12 West to Air Base Parkway
(Requires relocation of truck scales)
2. North Connector (formerly part of I-80/680 Interchange)
3. Vallejo Intermodal Terminal
4. Jepson Parkway
5. I-80 HOV lane: Fairfield to Vacaville (a portion is included in 1b above)
6. SR 12 (east) safety improvements
7. SR 12 widening: Jameson Canyon (Solano portion)
8. Capitol Corridor Train Stations & Track Improvements
 - a. Fairfield/Vacaville
 - b. Benicia
 - c. Dixon

Proposed Additional RTP Projects (Track 1 & Track 2) for Transportation 2030

I-80/680/780 Corridor Improvements

1. Extend WB I-80 HOV from east of Carquinez Bridge to Maritime Academy ramp.
2. Install EB I-80 Signage for SR 29 West of Toll Plaza
3. Expand/Relocate/Improve Lemon & Curtola Park & Ride
4. EB I-80 Aux Lane – Travis to Air Base Parkway
5. A/B Relocate / Reconstruct Truck Scales
6. Improve/Expand Fairfield Transportation Center – Phase 3
7. EB I-80 Aux Lane – Magellan to Beck Av merge
8. EB I-80 Aux Lane – SR 12 (E) to Magellan
9. EB I-80 Aux Lane – Redwood to SR 37 with 2 lane off ramp
10. WB I-80 Aux Lane – West Texas to Abernathy
11. WB I-80 Aux Lane – North Texas to Waterman
12. WB I-80 Aux Lane – Merchant to Cherry Glen
13. EB I-80 Aux Lane – Cherry Glen to Alamo
14. Red Top Road Park & Ride- Phase 2
15. WB I-80 Aux Lane – Waterman to Travis
16. EB I-80 Aux Lane – Air Base to North Texas

17. WB & EB I-80 Aux Lane – SR 12 (E) to Suisun Valley (If truck scale of scale of Segment 1)
18. Gold Hill Road Park & Ride
19. Lake Herman / Vista Point Park & Ride
20. WB I-80 Aux Lane – Green Valley Road to SR 12 West
21. Braid I-80 EB Ramps – SR 12 (E) West to Green Valley Road
22. Glen Cove / I-780 Park and Ride
23. I-80 / I-505 Weave Correction Project
24. Benicia West Military Park & Ride
25. Hiddenbrooke Parkway Park & Ride
26. North Texas Park & Ride
27. Columbus & Rose Park & Ride
28. EB I-80 Aux Lane – Benicia Road to Georgia Street
29. WB I-80 Aux Lane – Georgia Street to Benicia Road
30. I-80 WB Aux Lane – Redwood to Tennessee
31. I-80 EB Aux Lane – Tennessee to Redwood
32. EB / WB I-780 Stripe Aux Lane – 2nd to 5th
33. I-80 / Pitt School Road Interchange Improvement
34. North First Street Park & Ride
35. Complete I-80/680/12 Interchange Improvements
36. WB and EB HOV lane on I-80 from Carquinez Bridge to S.R. 37

Other Proposed RTP Projects

37. Commuter Rail (Solano's portion of Oakland / Richmond-Sacramento / Auburn Rail Service)
 - a) Complete new commuter rail stations at Fairfield/Vacaville, Benicia, and Dixon
 - b) Solano County's share of operating funds for 5-county system
 - c) Additional track improvements to accommodate commuter service
38. Complete SR12 (east) corridor improvements
39. Widen State Route 37 to 4 lanes (from Napa River Bridge to Solano County line)



Date: September 25, 2003
TO: STA Board of Directors
FROM: Mike Duncan, Director for Projects
RE: Cordelia Truck Scales Relocation Study

Background:

The Truck Scales located on I-80 between Suisun Valley Road and SR 12 (East) were evaluated as part of the study of the I-80/I-680/SR12 Interchange that was completed in late 2001. This initial phase of studying the Truck Scales was completed by Korve Engineering and documented in the *Truck Scale Data Collection and Analysis – Technical Memorandum*, dated July 26, 2001. This technical memorandum addressed the existing facility and the anticipated shortfalls with future traffic and formed the basis for estimating the impacts upon freeway and local roadway improvements within the I-80/I-680/SR12 Interchange area. Because of the significant costs (\$200+M) to reconstruct the facilities and provide the necessary ramp structures for proper weaving and merging of traffic within the I-80/I-680/SR12 Interchange area, the STA determined that the potential relocation of the Truck Scales should be evaluated.

The Cordelia Truck Scales Relocation Study is being conducted as part of the preparation of the Environmental Documents and Project Report for the I-80/I-680/SR12 Interchange. A joint venture of Mark Thomas Company/Nolte Engineering (MTCo/Nolte) is conducting the Interchange environmental process. Korve Engineering is conducting the Cordelia Truck Scales Relocation Study as a subconsultant to MTCo/Nolte.

Discussion:

The technical analysis and cost estimates for the Truck Scales Relocation Study are complete. The technical analysis was used to initially screen sites for physical size, impact of freeway operations and environmental fatal flaws. A total of 24 candidate sites were initially identified, but were narrowed to 11 candidate sites based upon significant environmental problems and the general effects upon freeway operations with 13 of the sites. This screening process completed Tier 1 of the study.

The location of the existing truck scales is ideal from an enforcement standpoint because it “captures” truck traffic from three major corridors (I-80, I-680 and SR12) with one set of scales. Constructing the scales east of the interchange results in a need for more than one set of scales. If scales on I-80 are moved to a location between SR12 (east) and I-505, at least two sets of scales are needed – one set to capture traffic on I-80 and one set to capture traffic on SR12. If the scales on I-80 are moved east of I-505, three sets of scales are needed to capture truck traffic on I-80, SR12 and I-505.

In the Tier 2 analysis, the 11 candidate sites were further screened for specific geometric requirements, traffic operations, additional environmental impacts, and compatibility with local land use. The Tier 2 analysis recommended 8 candidate sites for further study.

These sites are identified below:

	<i>Tier 2 Site Name</i>	<i>Location</i>
1	80EB-1	I-80 – Suisun Valley to SR12E
2	80WB-1	I-80 – Suisun Valley to SR12E
3	80EB-2	I-80 – N. Texas to Lagoon Valley
4	80WB-2	I-80 – N. Texas to Lagoon Valley
5	80EB-3	I-80 – Midway to Dixon
6	80WB-3	I-80 – Midway to Dixon
7	12EB/WB-1	SR 12 – East of Branscome (Combined EB/WB truck scales)
8	505NB/SB-1	I-505 – Allendale to Wolfskill (Combined NB/SB scales)

An analysis of future truck volumes on SR12 and I-505 determined that a single truck scales on each of these roadways could potentially handle the projected truck volumes in both directions for the respective roadway. However, further analysis determined that combined sites do not provide significant cost savings and representatives of the California Highway Patrol (CHP) have indicated that joint sites could create operational problems. The candidate sites were revised to include scale facilities in both directions for SR 12 and I-505. The list of sites was expanded to the following:

No.	<i>Site Name</i>	<i>Location</i>
1	80WB-1	I-80 – Suisun Valley to SR12E
2	80EB-1	I-80 – Suisun Valley to SR12E
3	80WB-2	I-80 – N. Texas to Lagoon Valley
4	80EB-2	I-80 – N. Texas to Lagoon Valley
5	80EB-3	I-80 – Midway to Dixon
6	80WB-3	I-80 – Midway to Dixon
7	12WB-2/3	SR 12 – At Branscome
8	12EB-2/3	SR 12 – At Olsen
9	505NB-3	I-505 – Midway to Allendale
10	505SB-3	I-505 – Allendale to Wolfskill

The ten sites are grouped into the following options for potential truck scale locations (see Attachment A):

- Option 1 - Rebuild sites within the I-80/680/12 Interchange (Nos. 1 and 2)
- Option 2 - Build new sites on I-80 and SR 12 (Nos. 3, 4, 7, and 8)
- Option 3 - Build new sites on I-80, SR 12 and I-505 (Nos. 5 through 10)

The three options, using the ten candidate sites listed above, were further evaluated for site-specific environmental issues, a more detailed analysis of freeway operations and the structural components required to facilitate traffic operations, and both capital costs and life cycle operational costs (see Attachment B).

At the September 24th meeting, the TAC discussed the impacts of truck scales at the locations of the three options identified in the study and unanimously supported Option 3 as the option providing the most benefit to Solano County. A request was made by Solano County staff to further evaluate the location of the proposed scales for westbound SR 12 (east of Branscome Road) to move the scales farther east of the Jepson Prairie. The consultant has been directed to reevaluate this site.

A final analysis involving all stakeholders will be required to determine the most feasible location for truck scales in Solano County. STA continues to work with the local agencies, Caltrans District IV, Caltrans Headquarters, and the California Highway Patrol to identify the “best” locations for truck scales in Solano County.

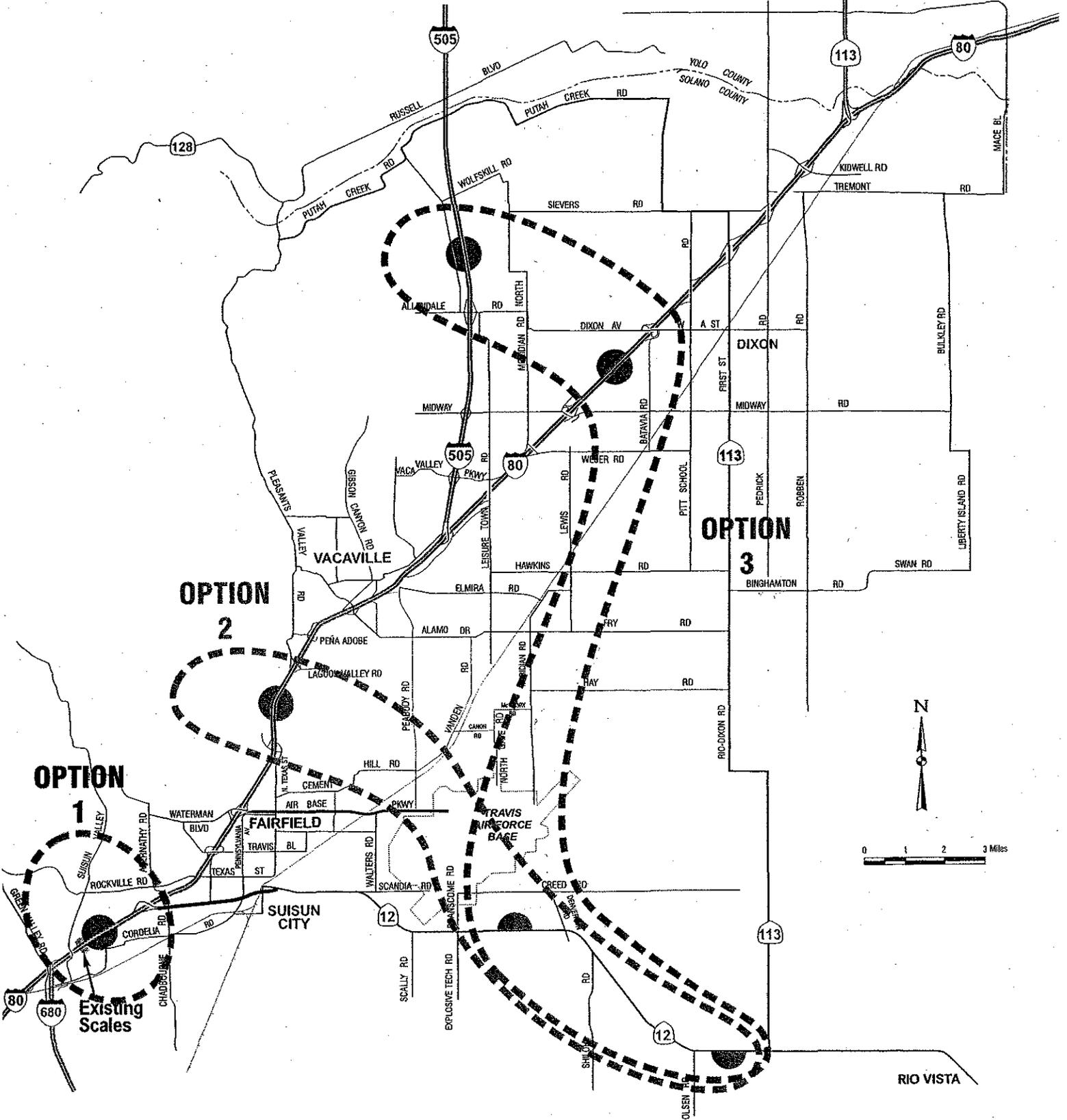
Recommendations:

Approve the following:

1. Support Option 3, as identified in the Cordelia Truck Scales Relocation Study Draft Summary Report, as the preferred option for the locations of Truck Scales in Solano County.
2. Direct the Executive Director to schedule briefings with the Solano County Board of Supervisors whose districts are impacted by Option 3 and with other affected agencies.

Attachments

- A. Location of Options
- B. Cost Estimates for Options



CORDELIA TRUCK SCALES RELOCATION STUDY

OPTIONS AND SITE LOCATION MAP

Evaluation Summary Table by Option

Option / Facility Location	Capital Cost (\$M) ¹	35-yr O&M Cost (\$M) ¹	Total Option Cost (\$M) ¹	Right-of-Way Requirements (Acre)
Option 1				
WB I-80 at Cordelia	145	167	\$582	46
EB I-80 at Cordelia	270			86
<i>Subtotal</i>	\$415	\$167		132
Option 2				
WB I-80 at Lagoon Valley	64	130	\$437	60
EB I-80 at Lagoon Valley	114			69
WB SR 12 at Branscome	25	77		30
EB SR 12 at Olsen	27			34
<i>Subtotal</i>	\$230	\$207		193
Option 3				
WB I-80 at Midway-Dixon	38	125	\$457	34
EB I-80 at Midway-Dixon	36			32
NB I-505 at Midway-Allendale	25	77		30
SB I-505 at Allendale-Wolfskill	27			34
WB SR 12 at Branscome	25	77		30
EB SR 12 at Olsen	27			34
<i>Subtotal</i>	\$178	\$279		194

¹ Cost Presented in Present Value (\$2003 dollars)

Notes: The Capital Costs for Option 1 are the total costs to reconstruct the scales within the I-80/680/12 Interchange area as a stand-alone project exclusive of any additional improvements to the Interchange.



DATE: September 25, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Jepson Parkway Alternatives

Background:

Project development work on the Jepson Parkway Project continues with the preparation of a project-specific Environmental Impact Statement/Report (EIS/R), development of revised cost estimates, an updated funding plan, and implementation of project segments with previous environmental clearances. The STA is the lead agency for the environmental documents.

The management of the Jepson Parkway Project and the various project development activities have been funded each year with annual STIP allocations from the California Transportation Commission (CTC). Major activities to date have included the development of a detailed Purpose and Need statement; two years of surveying, mapping and documentation of endangered species; preparation of and screening of eleven alternatives; and the preparation of various technical studies including traffic analysis, biological, and cultural impacts. The Jepson Parkway Draft Environmental Impact Statement/Report is now on schedule for release in summer 2004 with the certification of the Final EIS/R expected by June 2005.

Discussion:

Alternatives: The original contract with Jones & Stokes called for the analysis of two "Build" alternatives. Due to requirements from the State and Federal agencies involved in the federal Section 404 process, a total of 11 possible alternatives were screened and four "Build" alternatives were selected for final analyses. The Alternatives Screening Report, which was approved by the Jepson Parkway Working Group and the STA Board, calls for the full and equal analysis of four "Build" alternatives in the EIS/R (plus a "No Build") analysis. These four alternatives are:

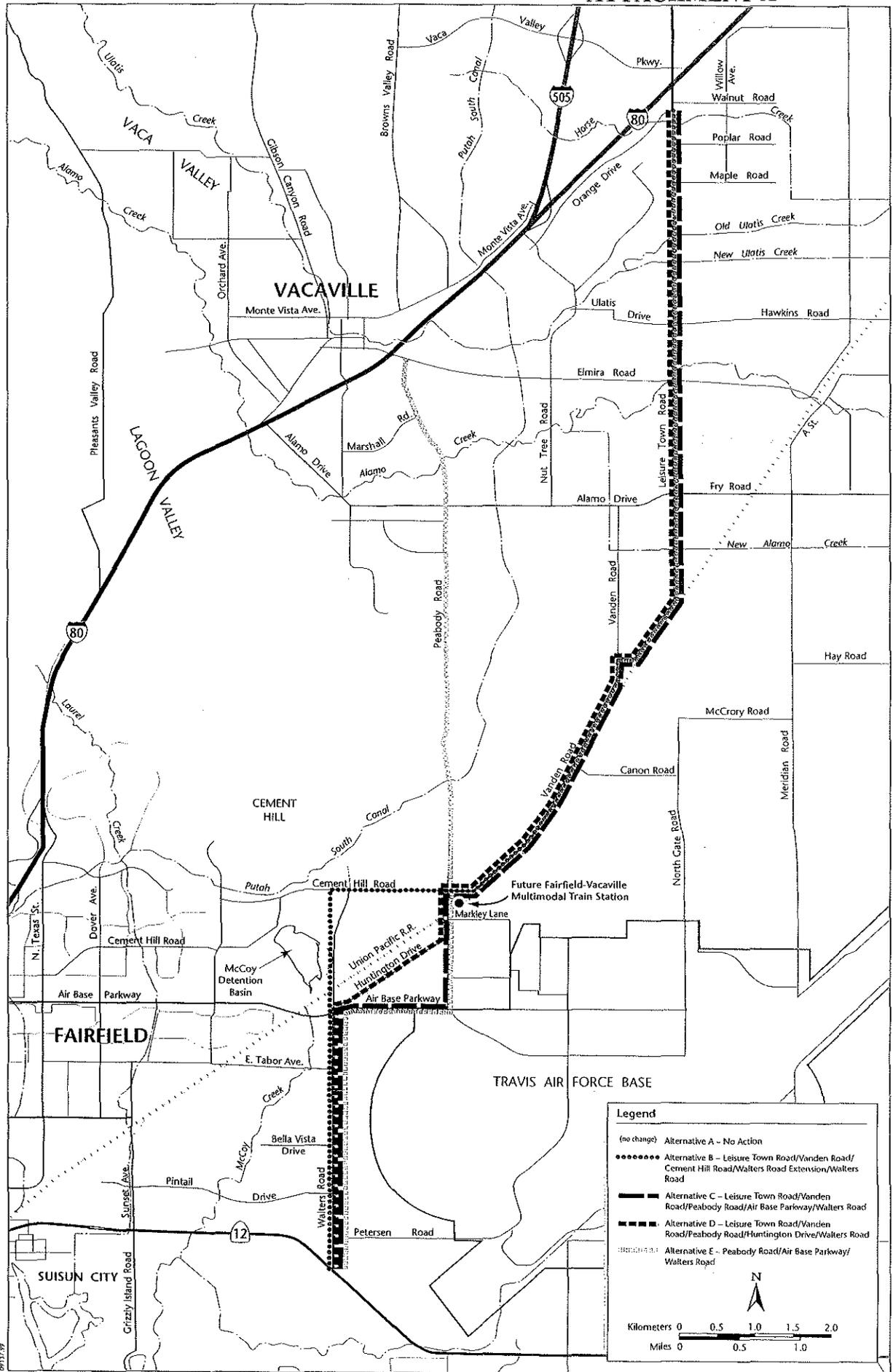
- Alternative A-No Action.
- Alternative B-Jepson Parkway Concept (Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road)
- Alternative C-Walters Road, Air Base Parkway, Peabody Road, Vanden Road and Leisure Town Road
- Alternative D-Walters Road, Huntington Drive, Peabody Road, Vanden Road and Leisure Town Road
- Alternative E-Walters Road, Air Base Parkway and Peabody Road .

Preliminary Engineering and Project Cost Estimates: The most recent cost estimates were prepared by Mark Thomas & Company for the 12-mile Jepson Parkway Concept Plan Project about two years ago. The estimated project cost of the base roadway project along the corridor is \$143 million. This is an increase of \$20 million over the 2001 estimates. An additional \$3 million in access costs to Travis Air Force Base North and South gates from Jepson Parkway have also been estimated and are being pursued as part of the STA's TEA-21 Reauthorization request (although those improvements are expected to be constructed primarily within existing right-of-way and are not technically part of the Scope of Work for the Jepson Parkway EIS/R). As the alternatives are more fully analyzed, engineering cost estimates will be prepared to reflect current construction costs. STA will continue to work with member agencies, Caltrans and our Federal representatives to secure funding for the preferred alternative that will result from completion of the environmental process.

Recommendation:
Informational

Attachment A. Proposed Alternatives

ATTACHMENT A



Legend

- (no change) Alternative A - No Action
- Alternative B - Leisure Town Road/Vanden Road/Cement Hill Road/Walters Road Extension/Walters Road
- Alternative C - Leisure Town Road/Vanden Road/Peabody Road/Air Base Parkway/Walters Road
- Alternative D - Leisure Town Road/Vanden Road/Peabody Road/Huntington Drive/Walters Road
- Alternative E - Peabody Road/Air Base Parkway/Walters Road

Kilometers 0 0.5 1.0 1.5 2.0
Miles 0 0.5 1.0

N

Figure 2-2
Jepson Parkway Project Location



DATE: September 25, 2003
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: 6th Annual STA Awards Nominations

Discussion:

On November 12, 2003, the STA will honor many outstanding individuals, agencies, partners, and projects that have been outstanding in supporting Solano County transportation issues. The STA's 6th Annual Awards Ceremony will be held at the Joseph Nelson Community Center, 611 Village Drive in Suisun City. A reception will begin at 6:00 PM and the program will commence at 7:00 PM. A new theme for the ceremony is being designed and promises to be festive and fast paced.

On October 2, 2003, the STA Executive Committee is scheduled to review nominations and select the winners in 9 categories. The nominations will be presented at the Board meeting. Winners will be announced at the 6th Annual Awards Ceremony.

Recommendation:

Informational



DATE: September 25, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: I-80/680/780 Transit Corridor Study – Status Report

Background:

In February 2003, the STA Board approved entering into a contract with Wilbur Smith Associates to conduct the I-80/680/780 Transit Corridor Study. This study is providing direct input to the I-80/680/780 Corridor Study that is also currently underway by Korve Engineering. To date, the following working papers and technical reports have been prepared:

- Working Paper 1 – Included performance indices of existing intercity bus services in Solano County, described the current travel market using 2000 U.S. census data, projected employment growth, and identified corridor opportunities and constraints.
- Estimates for identified park and ride demand forecasts through 2025.
- Working Paper 2 identified various locations and/or conceptual site plans for proposed new and expanded park and ride facilities in each community along the I-80/680/780 corridor.

The consultant is now developing a refined service plan for transit services along the I-80/680/780 corridor. The study will provide detailed estimates on the number and location of new park and ride facilities, proposed conceptual access to each facility, and will coordinate its recommendations with the long term recommendations of the I-80/680/780 Corridor Study.

Discussion:

The following major new park and ride lot facilities have been proposed in this study:

- A 1,200-space parking garage over the existing Curtola Park and Ride lot in Vallejo
- Two alternative park and ride lots in the I-80/SR 37 area (either on the west side of I-80 at Turner Road and the south side of the Solano County Fairgrounds or the east side of I-80, north of Columbus Parkway)
- A Phase 3 parking structure for the Fairfield Transportation Center (located over the Phase 2 expansion site that is just commencing construction)
- A short term park and ride lot on Vista Point, north of Lake Herman Road, and a long term park and ride facility at the new Intermodal Center on Goodyear Road in Benicia
- A joint use parking facility with the Calvary Church on Southampton Road in Benicia
- An approximately 300 space parking area on the south side of Gold Hill road, west of I-680 in Fairfield
- A park and ride lot on the east side of Columbus Parkway, south of Rose Drive and west of I-780 in Benicia

- A 40 space park and ride lot near N. First Street and I-80 in Dixon

Copies of both working papers have been provided to the Transit Consortium, STA TAC and the I-80/680/780 Corridor Working Group (additional copies are available upon request). Based on input received to date, the technical data has been updated, the proposed service plan refined and the next steps will be developed to implement short and long term express bus services along the corridor in conjunction with the other freeway capital improvements being considered for the corridor (i.e. direct connectors, HOV lanes).

At the next Transit Subcommittee meeting (scheduled for October 6, 2003 at 9:00 a.m.) and at the STA Board meeting, staff and consultants will provide a presentation on the working papers prepared to date, the preliminary proposals and next steps of the overall study.

Recommendation:

Informational



Date: September 25, 2003
To: STA Board
From: Robert Guerrero, STA
Re: Senior and Disabled Transit Study

Background:

The STA and consultant Nelson Nygaard commenced the Senior and Disabled Transit Study in July 2003. The purpose of the study is to develop an overall vision for future senior and disabled transit service throughout Solano County through extensive public outreach, data collection, projected service demand, and to identify projected funding need for service providers. Nelson Nygaard completed a series of focus group meetings and a transit survey in August 2003. The STA circulated a report in early September 2003 to the SolanoLinks Transit Consortium and STA TAC which summarized input received from the focus group meetings and survey.

Discussion:

The STA and the consultant are working to develop a draft study by the December STA Board meeting (December 10, 2003). At this time, a draft technical report is being developed which incorporates the results from the 11 focus group meetings and countywide survey, a demographic projection with informational maps, and a documentation of existing senior and disabled transit services (including community and volunteer programs).

The draft Technical Report was distributed to the SolanoLinks Transit Consortium at their September 24th meeting for review. The consultant will incorporate all draft Technical Report comments received into a finalized draft Technical Report for presentation to the STA Board in October. The draft report will provide the basis for two public input meetings, one meeting each for the northern and southern areas of Solano County, tentatively scheduled for October or November. Additional copies of the Technical Report are available upon request.

Upon completion of the public input meetings, the STA and the consultant will develop formal recommendations and finalize the Senior and Disabled Transit Study. The draft study will be presented for final comments to the SolanoLinks Transit Consortium, PCC and TAC and to the Transit Subcommittee in late November for final review and comment. The study will then be presented to the STA Board at their December 10th meeting.

Richard Weiner from Nelson Nygaard is scheduled to provide a power point presentation which summarizes key findings from the 11 focus groups and the countywide survey to the STA Board on October 8, 2003.

Recommendation:

Informational.



Date: September 25, 2003
To: STA Board
From: Dan Christians, Assistant Executive Director/ Director of Planning
RE: Solano Comprehensive Transportation Plan and Needs Assessment Update

Background:

On April 9, 2003, the STA Board adopted an extensive "Strategic Planning Master Planning Schedule" that requires the preparation of a complete technical update of the Solano Comprehensive Transportation Plan (CTP) over the next 9 months to make certain that all needs, project descriptions, new recommendations for on-going STA studies, target dates, priorities and cost estimates are current and incorporated into the CTP. Concurrently, MTC is now requiring some additional plans and analyses that were not required during 2001 when most of the CTP was prepared. On July 9, 2003, the STA Board selected Alta Transportation to conduct this CTP update.

The update of the CTP continues to move forward methodically and expediently. The CTP consultant has initially been working on the update to the Countywide Bicycle Plan and the new Transportation for Livable Communities Plan.

Discussion:

Needs Assessment

All member agencies have been requested to update their CTP Needs Assessment that was previously developed in 2000 for the existing CTP in the following categories:

- Regional and Countywide Projects
- Arterials and Local Roads
- Transit Systems
- Bike Routes and Pedestrian Paths
- Ridesharing and Park and Ride Lots
- TLC, Alternative Modes and Quality of Life Issues

The deadline to submit all updated the updated needs list to the STA has been extended to **October 15, 2003**. Each of these updated needs lists will be reviewed at the CTP subcommittees during October and November and incorporated into the Draft CTP to be prepared by December 31, 2003.

Remaining CTP/RTP City Council Presentations

STA staff has been making presentations on the CTP and Regional Transportation Plan to each of the City Councils and the Board of Supervisors. Public presentations have already been provided in Suisun City, Solano County, Dixon and Vallejo. The remaining CTP/RTP presentations include Rio Vista on October 2, Fairfield and Benicia on October 7 and Vacaville on October 14.

CTP Subcommittee Schedule

Each of the STA Subcommittees have met once this summer and will each be meeting two more times through the end of 2003 as noted:

Transit Subcommittee:	October 6, 9:00 a.m. November 24, 2003, 9:00 a.m.
Arterials, Highways and Freeways:	October 1, 2003, 1:00 p.m. December 3, 2003, 1:00 p.m.
Alternative Modes:	November 14, 2003, 1:30 or 3:30 p.m. December 5, 2003, 1:30 or 3:30 p.m.

TLC Plan

The Alternative Modes Subcommittee is requesting all member agencies to submit new or revised candidate TLC projects by October 15. These TLC candidate projects should also be listed on each of the cities/county new Needs Assessment list as well. A copy of the TLC request is attached (Attachment B). This plan will replace the TLC section in the prior Alternative Modes Element.

Countywide Bicycle Plan

On September 11, 2003, the Solano Bicycle Advisory Committee held a second meeting on the updated Countywide Bicycle Plan, which is a component on the CTP. They have scheduled a public input meeting on October 2, 2003. Robert Guerrero is working with the BAC to develop this draft plan by December 2003 for consideration by and the STA Board in January 2004. The updated bicycle plan and the list of 5-year priority bicycle projects will be incorporated into the Alternative Modes Element.

Remaining Elements of CTP

The rest of the CTP elements (i.e., Arterials, Highways and Freeways and Transit Elements) and the new and updated cost estimates for the entire plan will be updated once the drafts of the I-80/680/780 Corridor and Transit Corridor studies and Senior and Disabled Transit studies are further advanced.

Recommendation:

Informational

Attachment A. TLC Candidate Project request form

Memorandum

Date: September 12, 2003

To: STA Member Agencies

From: Dan Christians, Assistant Executive Director/ Director for Planning

**Re: STA Comprehensive Transportation Plan Data Request
Transportation for Livable Communities (TLC) Projects**

The STA recently kicked off an update of the Solano Comprehensive Transportation Plan (CTP). The purpose of the CTP is to help guide the County's transportation future and assist its member agencies in obtaining state and federal monies to implement the transportation projects contained in the Plan. The Update will help the STA to identify transportation needs among various modes, set long-term priorities, and monitor changes to the level of service for each of the modes. The planning process will evaluate arterials, highways and freeways; transit (bus, ferry, rail); bike routes; ridesharing, and a variety of other transportation options.

We are currently focusing on updating the Transportation for Livable Communities Element. The STA's Alternative Modes subcommittee will be meeting over the next few months to refine the goals and policies for the Alternative Modes Element and too further define the guidelines and policies of the STA's envisioned TLC set aside program which will be designed to assist our member agencies in the development of candidate projects that fall under the TLC category. Candidate projects include but are not limited to town center revitalization, public transit hubs, enhancements along key streets, projects that focus on bicycle and pedestrian transportation, and the like, to help foster community vitality.

We are now asking that you provide us information on up to three candidate projects that you would like to have us include in the Plan. TLC projects that are included in the Comprehensive Transportation Plan will be eligible for support from the STA as funds become available.

A short questionnaire is attached that includes the necessary information we are gathering on TLC candidate projects for the CTP Update. Please submit a separate questionnaire for each candidate project you would like to have included in the CTP's Alternative Modes Element. We request that you submit this information to us no later than October 15, 2003. Please contact me at 424-6075 if you have any questions.

Thank you.



Transportation for Livable Communities Candidate Project Survey

Agency Name: _____

Project Name: _____

Project Type: _____

Project Location: _____

Project Description (including history, goals, and need): _____

Project Cost Estimate: _____

Existing Funding: _____ Source(s): _____

Anticipated Project Schedule (key milestones): _____

Please attach project maps, illustrative drawings, or site plans in an electronic format (select drawings or plans may be scanned) so we may include them in the Comprehensive Transportation Plan Update.



Date: September 25, 2003
TO: STA Board of Directors
FROM: Mike Duncan, Director for Projects
RE: 2004 State Transportation Improvement Program (STIP)

Background:

Every two years, the Metropolitan Transportation Authority (MTC) is responsible for developing the Regional Transportation Improvement Program (RTIP) for the nine county Bay Area in consultation with the Congestion Management Agencies. Projects proposed for the RTIP are submitted to the California Transportation Commission (CTC) for adoption into the State Transportation Improvement Program (STIP).

MTC provides each county in the Bay Area an estimate of the funds that will be available for the five-year period of the STIP. Based upon this STIP fund estimate for each county, the CMA works with member agencies to develop and submit a list of projects that is constrained by this county share of the STIP funds available to the region.

Discussion:

MTC initiated the 2004 RTIP process in June 2003 (see the RTIP Schedule, Attachment A). This process is different from previous RTIP programming cycles because of the impact of the current State budget problems and their impact on transportation funding. While previous RTIP cycles typically provided estimates of increases in funding that were available over the five-year periods, the 2004 RTIP is likely to identify no increases in funding. The 2004 RTIP may be a reprogramming process that will require each county to reevaluate the projects from the 2002 RTIP and to reprogram these projects over the five-year period.

Headquarters Caltrans provided the CTC the cash flow forecast and revenue assumptions for the State Highway Account on September 25, 2003. The Draft 2004 STIP Fund Estimate is scheduled to be presented to the CTC on October 30, 2003 with project nomination sheets due to MTC on December 19, 2003. The Draft 2004 STIP Fund Estimate presented at the October CTC meeting will allow the CMAs to start working with their member agencies to identify the projects that will be submitted in December.

STA will schedule special meetings of the TAC in October and November to help develop the 2004 RTIP program for Solano County and will present the recommended program to the Board of Directors in December.

Recommendation:
Informational.

Attachment

A. Proposed 2004 RTIP Schedule

PROPOSED REVISED 2004 RTIP	
Metropolitan Transportation Commission Regional Transportation Improvement Program Proposed Development Schedule REVISED 08-15-2003	
June 4, 2003	Presentation of initial outstanding issues for RTIP Policies and Procedures to FPWG
July 2, 2003	Fund Program Working Group (FPWG) review of proposed RTIP Policies and Procedures
July 21, 2003	Partnership Technical Advisory Committee (PTAC) review of Draft proposed RTIP Policies
August 1, 2003	Congestion Management Agencies (CMAs) begin solicitation of project proposals from eligible sponsors
Sep/Oct/Nov 2003	MTC works with CMAs and project sponsors on regional project proposals
September 25, 2003	Caltrans presents cash flow forecast and revenue assumptions to CTC
October 30, 2003	Caltrans presents Draft STIP Fund Estimate to CTC
December 3, 2003	PAC review and recommendation of final proposed RTIP Policies and Procedures
December 11, 2003	CTC adopts STIP Fund Estimate and STIP Guidelines
December 17, 2003	Commission adopts 2004 RTIP Policies and Procedures
December 19, 2003	CMAs submit RTIP project nomination sheets to MTC
December 31, 2003	Final changes to Application Nomination sheets to reflect any unforeseen changes in Final STIP Fund Estimate, due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support and Certification of Assurances due to MTC (Final Complete Applications due)
January 14, 2004	Programming and Allocations Committee (PAC) review – authorize public hearing and release of draft RTIP
January 20, 2004	Circulate draft RTIP for public comment
February 11, 2004	Public Hearing (at PAC Meeting)
February 24, 2004	Close of public comment period for RTIP
March 1, 2004	2005 TIP - Development Process Starts (TIP 'Locked Down' – No TIP Amendments until Oct)
March 10, 2004	PAC review and recommendation of proposed final 2004 RTIP
March 22, 2004	Commission approves 2004 RTIP
April 1, 2004	Submit 2004 RTIP to CTC
May 12, 2004	2005 TIP – PAC review – authorize release of draft 2005 TIP and public hearing
May 18, 2004	2005 TIP – Start of Public Comment Period
June 9, 2004	2005 TIP – Public Hearing (at PAC Meeting)
June 17, 2004	CTC releases proposed 2004 STIP (CTC staff recommendations)
June 22, 2004	2005 TIP – Close of public comment period for 2005 TIP
July 14, 2004	2005 TIP – PAC review and recommendation of proposed final 2005 TIP
July 21, 2004	CTC adopts 2004 STIP
July 28, 2004	2005 TIP – Commission approves 2005 TIP
July 30, 2004	2005 TIP - submitted to Caltrans
October 1, 2004	2005 TIP - Approved by FHWA and FTA

Shaded Area - 2005 TIP schedule



DATE: September 25, 2003
TO: STA Board
FROM: Elizabeth Richards
RE: Unmet Transit Needs Process Status

Background:

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000 if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads; five out of eight jurisdictions use TDA funds for streets and roads. To determine if there any unmet transit needs, the Metropolitan Transportation Commission (MTC) holds an annual public hearing in Solano County to solicit comments from the public. MTC collects the comments and submits them to the STA to coordinate the county's response with local transit operators. The STA coordinates the response and submits it to MTC. MTC determines whether or not there are any reasonable unmet transit needs. A finding that there are none throughout Solano County must be made before TDA funds are released for streets and roads.

Discussion:

After working with local transit operators, STA forwarded responses to MTC that were generated from the Unmet Transit Needs hearing held in October 2003. Supplemental information was provided as needed. On Wednesday, September 10, MTC's Programming and Allocations Committee reviewed Solano County issues and responses. Questions were raised, answered, and a finding for Solano County was made that there are no reasonable Unmet Transit Needs. TDA streets and roads claims for FY03/04 may now be processed from Solano County agencies.

The STA has been working with MTC to schedule the next Unmet Transit Needs hearing (for FY04/05). The hearing will be held on Thursday, November 6 at 6:00 pm at the Ulatis Community Center in Vacaville. MTC is preparing the public notice which will be published 45 days before the hearing. The STA will be assisting with the distribution of a flyer announcing the public hearing and Unmet Transit Needs process. All STA Board members and transit staff from jurisdictions utilizing TDA funds for streets and roads are encouraged to attend.

Recommendation:

Informational



DATE: September 25, 2003
TO: STA Bpard
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Update

Background:

In January 2003, the STA Board adopted its Legislative Platform for 2003 to provide policy guidance on transportation legislation and the STA's legislative activities. Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues.

Discussion:

An updated Legislative Matrix has been prepared for your information (see attachment A).

Legislative update:

SB 916 (Perata) – Support - Toll Bridge Revenues

Amended to add projects and funding to certain other identified projects. Solano County projects have remained untouched (see attached). This bill is waiting for signature by the Governor.

SB 1055 (Committee on Budget) -

This trailer bill increases the weight fees paid by the trucking industry and other DMV service charges. If signed by the Governor, the additional revenue would help offset a percentage of the state budget impacts of the State Highway Account. This bill is also waiting the Governor's signature.

Recommendation:

Informational

Attachment A – 2003 Legislative Matrix

B – SB 916 List of Capital Projects

Solano Transportation Authority
2003 Legislative Matrix
September 2003

State Legislation

State Legislation Bill/Author	Subject	Status	Position
AB 98 (Koretz) Employment: meal periods and rest periods	This bill would provide that if the Industrial Welfare Commission adopts or amends an order that applies to an employee of a public agency who operates a commercial motor vehicle, it may exempt an employee covered by a valid collective bargaining agreement from provisions that relate to meal periods or periods rest periods.	Chaptered	
AB 114 (Nakano – Principal Coauthor Wiggins) Vehicles: hybrid vehicles – use of high occupancy vehicle lanes	This bill would authorize a hybrid vehicle, as defined, to be operated upon an exclusive or preferential use lane, regardless of the number of occupants in the vehicle, unless specifically prohibited by a traffic control device.	ASM Referred to the Committee on Transportation	
AB 139 (Corbett) Transportation – needs assessment	This bill would declare the intent of the Legislature that a statewide transportation needs assessment be conducted every 5 years by the Department of Transportation.	ASM	
AB 427 (Longville) Local Transportation Sales Tax: Removal of 20-Year Limit	This bill would delete the 20-year limit on the duration of a local transportation sales tax under the general provisions and would instead provide that the tax shall remain in effect for the period of time specified in the tax ordinance that is adopted by the authority and approved by the voters. <i>This bill would also make the ordinance operative on the first day of the first calendar quarter commencing more than 110 days after the adoption of the ordinance (Amended 5/13/03)</i>	Chaptered (7/28/03)	Support
AB 829 (Salinas) Regional Planning – San Francisco Bay Area	This bill would state findings and declarations of the Legislature concerning regional planning efforts in the San Francisco Bay area.	ASM	Watch
AB 1409 (Wolk) Vehicles: vehicle length limitation	This bill would authorize a public agency to operate a bus on described federal highways that exceeds the 45-foot length limitation if the excess length is caused by a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, and if its operation is on routes approved by a specified route review committee, as provided for in this bill. The bill would describe the manner in which a bicycle may be transported under this exclusion. Because a violation of these restrictions would be a crime, this bill would impose a state-mandated local program. <i>(Amended 8/28/03)</i>	Enrolled	

AB 1717 (Committee on Transportation – Dutra, Chan, Chu, Liu, Longville, Nakano, Parra, Pavley, Salinas and Simitian) Transportation	This bill would eliminate certain reporting requirements that are now the responsibility of the Department of Transportation. The bill would also delete provisions governing the length of terms of the interagency agreement and would provide a 5- year renew terms applicable to the selection of an agency by the Capitol Corridor board to provide administrative staff. The bill would also revise the route descriptions for certain state highway segments that have been relinquished to local agencies.	Enrolled	
ACA 7 (Dutra) Transportation: Sales and Use Tax	This bill would authorize a county, a city and county , <i>local transportation agency</i> , and a regional transportation agency, notwithstanding any other provision of the California Constitution, to impose an additional sales and use tax for a period of 20 to 30 years, as specified, at a rate of 0.5% exclusively for transportation purposes within the jurisdiction of the county, city and county , <i>local</i> or regional transportation agency if the additional tax is approved by 55% of the voters of the jurisdiction voting on the proposition to impose the tax. This measure would require the revenues derived from these taxes to be deposited in the Local Transportation Infrastructure Account, which would be created in the State Transportation Fund. The measure would require the State Board of Equalization to collect and administer the tax revenue. The measure would require moneys in the account that were collected in each county, city and county , <i>local</i> or regional transportation agency, less administrative costs and refunds, to be allocated by the State Board of Equalization to the county, city and county , <i>local</i> or regional transportation agency imposing the tax, and to be used for specified transportation purposes.	Placed in ASM inactive file.	Support
ACA 9 (Levine) Local governmental taxation: special taxes and general taxes: voter approval	This bill would change voter approval requirements to authorize a city, county or special district, but not a school entity under certain circumstances, to impose a special tax with the approval of a majority of its voters voting on the tax, and authorize a city or county to impose a general tax with the approval of 2/3 of the voters of the city or county voting on the tax.	Placed in ASM inactive file.	
SB 91 (Florez) Intercity Rails Service	This bill, effective January 1, 2004, would transfer all of the duties and responsibilities of the department relative to intercity rail passenger service to the High-Speed Rail Authority. The bill would also require the authority to conduct a review of all programmed intercity rail projects that have not received an allocation of state funds as of that date and to only proceed with the implementation of projects that are determined by the authority to be complementary to the planned high-speed rail service.	SEN Transportation (hearing postponed by committee)	Watch
SB 170 (Torlakson) San Francisco Bay Area Infrastructure Planning	This bill would state the intent of the Legislature that cities, counties, and regional agencies in the San Francisco Bay Area Begin a constructive dialog about regional infrastructure planning.	SEN Committee on Rules	Watch
SB 367 (Sher) Vehicles: maximum length: exceptions	This bill would delete the provision prohibit the specified folding the specified folding device from being used on a bus that exceeds 40 feet in length, exclusive of the device, or on a bus having a device for transportation of bicycles attached to the rear of the bus.	SEN Committee on Transportation	Watch

		(hearing canceled by author)	
SB 541 (Torlakson) Motor vehicle fuel license taxes: use fuel taxes	This bill would require that the state's motor vehicle fuel tax be indexed for inflation beginning in January 2004 and in future years, as well as to capture changes in the Consumer Price Index since 1990. This bill would also raise the tax in the amount necessary to replace any suspended funding transfer to the Traffic Investment Fund or reductions from the Traffic Congestion Relief Fund.	SEN Re-referred to Committee on Transportation	
SB 915 (Perata, Burton and Torlakson – Coauthors: Assembly Members La Suer, Mullin and Wiggins)	This bill would delete the requirement that the authority's plan be statutorily approved prior to commencement of operation of the water transit system. The bill would delete the requirement to fund the authority through the annual Budget Act and would require that the authority be funded from increases in bridge tolls, as proposed by SB 916. The bill would require the authority to dedicate at least one vessel to employ biodiesel fuel. <i>The bill would require new vessels mandated in the authority's plan to exceed certain federal air quality standards for marine engines by at least 85%.</i> The bill would revise the process for negotiations between the authority and transit operators relative to implementation of water transit services and related ground transportation terminal access services. The bill would make other related changes. The bill would make any duties and responsibilities imposed by the bill contingent upon funding for those purposes being provided from increases in tolls on state-owned toll bridges in the bay area pursuant to the expenditure plan in SB 916. <i>(Amended 9/8/03)</i>	SEN Concurrence to Enrollment	
SB 916 (Perata) (Principal Coauthor: Senator Torlakson, Coauthor: Senator Burton, Assembly Members Leno, Mullin and Wiggins) Toll bridge revenues	This bill would define the BATA as a separate entity governed by the same governing board as the MTC. The bill would make the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay Area, including <i>and would authorize it to perform these functions with respect to the seismic retrofit surcharge once those projects are completed and provision is made for payment of the bonds issued for those purposes.</i> The bill would require the City and County of San Francisco and specified counties in the San Francisco Bay Area to conduct a special election on a proposed increase of \$1 in the amount of the base toll rate charged on the state-owned toll bridges in that area, and would identify the purposes for which revenues from the toll increase would be used. The bill would specify that, except to meet its bond obligations, the toll schedule adopted pursuant to the results of this election may not be changed without the statutory authorization of the Legislature. The bill would require the BATA to reimburse from toll revenues, as specified, the counties and the City and County of San Francisco for the cost of submitting the measure to the voters. By requiring this election, the bill would impose a state-mandated local program. Because the bill would specify that the revenue resulting from the increased toll charge would be continuously appropriated to the MTC for expenditure on specified projects, it would make an appropriation. The bill additionally would make related changes and would repeal obsolete provisions relating to the operation of toll facilities. <i>The amended bill deletes reference to the High Speed Rail Plan that would incorporate the Altamont High Speed Rail Project. (Amended 8/18/03)</i>	SEN Concurrence to Enrollment	Support

<p>SB 1055 (Committee on Budget) Vehicles: fees: funding</p>	<p>This bill would increase the weight fees paid by the trucking industry in an attempt to recoup losses to the State Highway Account as a result of California changing the way it calculates and collects truck weight fees. This bill would impose a revised, increased fee schedule that would change the amount of the portion of the money collected as that fee that would be deposited in the Motor Vehicle Account in the State Transportation Fund.</p>	<p>Enrolled</p>	
<p>SCA 2 (Torlakson) Local government – transportation and smart growth</p>	<p>This bill would authorize a city, a county, a city and county, <i>a local transportation authority</i>, or a regional transportation agency, as defined, with the approval of a majority of its voters voting on the proposition, to impose a special tax for the privilege of selling tangible personal property at retail that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning (25%). Amended February 20, 2003.</p>	<p>SEN To third reading</p>	<p>Watch</p>

SB 916 (Perata): \$1 Toll Increase Expenditure Plan --- Capital Projects

Last Updated 9/8/03

Dollars in millions

Project Title	Project Description	Year	Toll Funding	Project Number (in SB 916)	Project Sponsor(s)
Central Bay					
BART Tube Seismic Retrofit	Add seismic capacity to existing BART tube connecting the East Bay with San Francisco.	2005	\$143.0	21	BART
Transbay Terminal/Downtown Extension	Funding for a new Transbay Terminal at First and Mission Streets in San Francisco providing added capacity for transbay, regional, local, and Intercity bus services, the extension of Caltrain rail services into the terminal, and accommodation of a future high-speed rail line to the terminal and eventual rail connection to the east bay.	2005/2009 2016-2020	\$150.0	22	Transbay Joint Powers Authority
Oakland Airport Connector	New transit connection to link BART, Capitol Corridor and AC Transit with Oakland Airport. The Port of Oakland shall provide a full funding plan for the Connector.	2005	\$30.0	23	Port of Oakland and BART
AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor)	Develop enhanced bus on these corridors; including bus bulbs, signal prioritization, new buses and other improvements. Priority of investment shall improve the AC connection to BART on these corridors.	2005	\$65.0	24	AC Transit
Commute Ferry Service for Alameda/Oakland/Harbor Bay	Purchase two vessels for ferry services between Alameda and Oakland areas and San Francisco. Second vessel funds to be released upon demonstration of appropriate terminal locations, new transit oriented development, adequate parking, and sufficient landside feeder connections to support ridership projections.	2007	\$12.0	25	Water Transit Authority
Commute Ferry Service for Berkeley/Albany	Purchase two vessels for ferry services between Berkeley/Albany terminal and San Francisco. The Water Transit Authority shall study four potential terminal locations, two in Berkeley and two in Albany, in the environmental, waterfront, and water transit planning documents to fully assess environmental impacts prior to the selection of a terminal location. Parking access and landside feeder connections must be sufficient to support ridership projections.	2009	\$12.0	26	Water Transit Authority
Commute Ferry Service for South San Francisco	Purchase two vessels for ferry services to the Peninsula. Parking access and landside feeder connections must be sufficient to support ridership projections.	2007	\$12.0	27	Water Transit Authority
Water Transit Facility Improvements, Spare Vessels and Environmental Review	Provide two backup vessels for WTA services, expand berthing capacity at the Port of San Francisco, and expand environmental studies and design for eligible locations.	2007	\$48.0	28	Water Transit Authority

Project Title	Project Description	Year	Toll Funding	Project Number (in SB 916)	Project Sponsor(s)
Central Bay / (Cont'd)					
Regional Express Bus for San Mateo, Dumbarton and Bay Bridge Corridors	Expand park and ride lots, improve HOV access, construct ramp improvements and purchase rolling stock.	2006	\$22.0	29	AC Transit and Alameda Congestion Management Agency
BART/MUNI Connection @ Embarcadero & Civic Center	Provide direct access from the BART platform to the MUNI platform at the above stations and equip new fare gates that are Translink ready.	2005	\$3.0	1	BART
MUNI Metro East/3rd Street (Phase 1 - IOS)	Provide funding for the surface and light rail transit and maintenance facility to support MUNI service from Hunter's Point and connecting to Caltrain stations and the E line waterfront line.	2005	\$30.0	2	Muni
Caldecott Tunnel Improvements	Provide funding for a fourth bore at the Caldecott tunnel, between Alameda and Contra Costa Counties. The fourth bore will be a two-lane bore with a shoulder or shoulders north of the current three bores. Provides up to \$500,000 for the County Connection to study all feasible alternatives to increase transit capacity in the westbound corridor of State Route 24, including the study of an express lane, high occupancy vehicle lane and an auxiliary lane.	2005/2010	\$50.5	36	Contra Costa Transportation Authority
MUNI Historic Streetcar Expansion (E-Line)	Provide funding to rehabilitate historic street cars and construct a terminal loop to support service from the Transbay Terminal and Ferry Building, and connecting the Fisherman's wharf waterfront	2005	\$10.0	3	Muni
South Bay					
East to West Bay Commuter Rail Service over Dumbarton Rail Bridge	Provide funding for the necessary track and station improvements and rolling stock to interconnect the BART and Capitol Corridor at Union City with Caltrain service over the Dumbarton rail bridge, and interconnect and provide track improvements for the ACE line with the same Caltrain service at Centerville. Provide a new station at Sun Microsystems in Palo Alto.	2006	\$135.0	4	Caltrain, Capitol Corridor, and the Alameda County Congestion Management Agency
I-880 North Safety Improvements	Reconfigure various ramps on I - 880 and provide appropriate mitigations between 29 th Avenue and 16 th Avenue.	2005	\$10.0	30	Alameda County Congestion Management Agency, City of Oakland, and the Department of Transportation.
BART Warm Springs Extension	Extension of the existing BART system 5.4 -miles by aerial structures and subway from Fremont to Warm Springs in southern Alameda County.	2005	\$95.0	31	BART
I-580 (Tri Valley) Rapid Transit Corridor Impr	Provide rail or High Occupancy Vehicle lane direct connector to Dublin BART and other improvements from I-580 in Alameda County for use by express buses.	2010	\$65.0	32	Alameda County Congestion Management Agency
North Bay					
Vallejo Station	Construct intermodal transportation hub for bus and ferry service, including parking structure at site of Vallejo's current ferry terminal.	2006	\$28.0	5	City of Vallejo

Project Title	Project Description	Year	Toll Funding	Project Number (in SB 916)	Project Sponsor(s)
North Bay (Cont'd)					
Richmond Parkway Park & Ride	Caltrans proposal to double transit capacity at existing facility from 200 to 400 buses per day and expand parking by 808 new spaces	2007	\$16.0	9	Solano Transportation Authority
Sonoma Marin Area Rail Transit District (SMART) Extension to Larkspur	Extend rail line from San Rafael to a ferry terminal at Larkspur or San Quentin	2009	\$35.0	10	SMART
Greenbrae Interchange Improvement	Construct local street bridge (Wornum) over Corte Madera Creek to improve Larkspur ferry access and bicycle access and reduce congestion on Richmond-San Rafael bridge approach.	2009	\$65.0	11	Marin Congestion Management Agency
Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill BART	Dedicated express bus connector exit with local street connection to Pleasant Hill BART.	2007	\$15.0	12	Contra Costa Transportation Authority
Rail Extension to East Contra Costa/E-BART	Extend BART from Pittsburg/Bay Point to Byron in East Contra Costa County. Project funds may only be used if the project is in compliance with adopted BART policies with respect to appropriate land use zoning in vicinity of proposed stations.	2011	\$96.0	13	Contra Costa Transportation Authority and BART
Capitol Corridor Improvements in Interstate-80/Interstate 680 Corridor	Fund track and station improvements, including the Suisun Third Main Track and Fairfield New Station.	2010	\$25.0	14	Capital Corridor Joint Powers Authority and the Solano Transportation Authority
Central Contra Costa Bay Area Rapid Transit (BART) Crossover	Add new track before Pleasant Hill BART station to permit BART trains to make a quick turn, freeing up a 10-car train and permitting closer weekend headways into San Francisco.	2009	\$25.0	15	BART
Benicia-Martinez Bridge: New Span	Provide partial funding for completion of new five-lane span between Benicia and Martinez to significantly increase capacity in the I-680 corridor.	2005	\$50.0	16	Bay Area Toll Authority
Regional Express Bus North	Competitive grant program for bus service in Richmond-San Rafael Bridge, Carquinez, Benicia-Martinez and Antioch Bridge corridors. Provide funding for park and ride lots, infrastructure improvements, and rolling stock. Eligible recipients include Golden Gate Bridge Highways and Transit District, Vallejo Transit, Napa VINE, and Fairfield-Suisun Transit. The Golden Gate Bridge and Highways District shall receive a minimum of \$1.6 million. Napa VINE shall receive a minimum of \$2.4 million.	2006	\$20.0	17	Metropolitan Transportation Commission
Regional					
TransLink®	Integrate TransLink® system with operators fare collection equipment, Phase 2 enhancements, and system expansion to new transit services such as ferries and express bus.	2006	\$22.0	18	Metropolitan Transportation Commission
Real-time transit information	Provide a competitive grant program for transit operators for assistance with implementation of high-technology systems to provide real-time transit information to riders at transit stops and/or via telephone, wireless or internet communication. Priority shall be given to projects identified in the commission's connectivity plan adopted pursuant to Government Code Section 30914(d).	2006	\$20.0	19	Metropolitan Transportation Commission

Solano County Express Bus Intermodal Facilities	Provide competitive grant fund source, to be administered by BATA. Eligible projects are Curtola Park and Ride, Benicia Intermodal Facility, Fairfield Transportation Center and Vacaville Intermodal Station. Priority to be given to projects that are fully funded, ready for construction, and serving transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes.	2007	\$20.0	6	Solano Transportation Authority
Solano County Corridor Improvements near Interstate-80/ Interstate 680 Interchange	Funds for specific projects recommended in the STA-Caltrans MIS for the I-80/680/12 interchange	2010	\$100.0	7	Solano Transportation Authority
Interstate-80: Eastbound High Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez Bridge	Construct HOV lane extension	2007	\$50.0	8	Department of Transportation

Project Title	Project Description	Year	Toll/Funding	Project Number (in SB 916)	Project Sponsor(s)
Regional (cont'd)					
Safe Routes to Transit	Construct bicycle and pedestrian access improvements in close proximity to transit facilities. Priority shall be given to those projects that best provide access to regional transit services. Authorizes \$2.5 million to be spent for City Carshare to expand its program near transbay transit terminals.	2006	\$22.5	20	East Bay Bicycle Coalition and Transportation and Land Use Coalition
Regional Rail Master Plan	Provide planning funds for integrated regional rail study pursuant to Section 30914.5 (f). Includes up to \$2.5 million for Caltrain and/or BART to study ways to improve Bay Area access to the high-speed rail system. Up to \$0.5 million for Caltrain and/or BART to study the feasibility and construction of an intermodal transfer hub at Niles Junction.	2006	\$6.5	33	BART
Integrated Fare Structure Program	Provide planning funds for the development of zonal monthly transit passes pursuant to Section 30914.5 (e).	2006	\$1.5	34	TransLink® Consortium
Transit Commute Benefits Promotion	Marketing program to promote tax-saving opportunities for employers and employees as specified in the federal Internal Revenue Code Section 132 (f)(3). Goal is to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit.	2006	\$5.0	36	Metropolitan Transportation Commission
TOTAL			\$1,515.00		

**SB 916 (Perata) Toll Increase Expenditure Plan
- Transit Operations Funding**

Key Features:

\$1.63 billion total cost (2005-2040)

\$48.3 million annual (2016-40)

Projects	Annual Funding (in millions of \$) 1st year of funding	Year Funding Begins	Escalation Rate 1.5%	Annual Amount FY 2016-2040 (constant \$)
Trunkline				
Dumbarton Rail	\$5.5	2008	1.5%	6,195,709
WTA: Alameda/Oakland/Harbor Bay *	\$6.4	2008	1.5%	7,209,553
WTA: Albany/Berkeley - S.F.*	\$3.2	2009	1.5%	3,551,504
WTA: South S.F. - S.F. *	\$3.0	2007	1.5%	3,430,170
Vallejo Ferry	\$2.7	2006	1.5%	3,133,460
Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	\$2.1	2007	1.5%	2,401,119
Napa Vine service terminating at Vallejo Intermodal terminal	\$0.39	2007	1.5%	445,922
Regional Express Bus South Pool (Bay Bridge, San Mateo, and Dumbarton)	\$6.5	2007	1.5%	7,432,035
Regional Express Bus North Pool (Carquinez and Benicia Bridge Corridors)	\$3.4	2007	1.5%	3,887,526
Owl Bus Service on BART Corridor	\$1.8	2006	1.5%	2,088,973
Non Trunkline				
WTA System	\$3.0	2005	0%	3,000,000
MUNI Metro East (Phase 1 - IOS)	\$2.5	2006	0%	2,500,000
TransLink® **	--	2005 -2007	0%	0
AC Transit Enhanced Bus Service: International Blvd and Telegraph Ave.	\$3.0	2007	0%	3,000,000
Total	\$43.4			\$48,275,971

Bill Provisions:

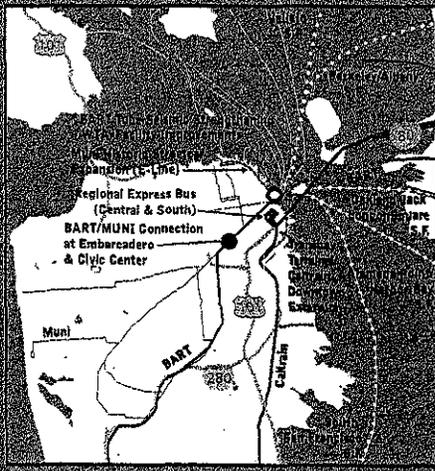
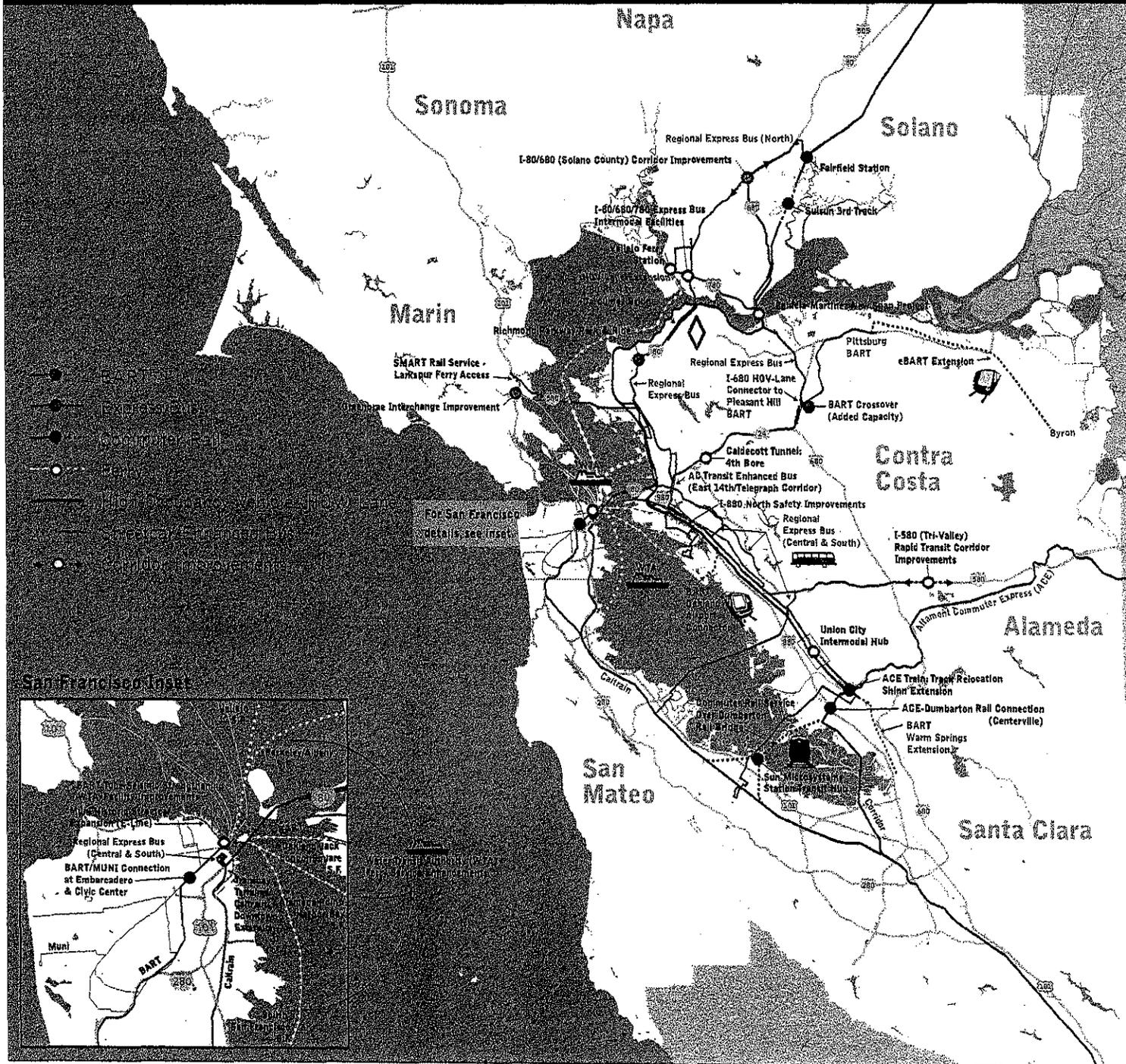
Operating funds shall constitute not more than 38% of the annual revenues generated from the 2004 toll increase

Notes:

* A portion of the funds may be dedicated to landside transit operations.

** TransLink® shall receive a total of \$20 million in operating funds between 2005 and 2007

Projects to Be Funded by \$1 Toll Increase: SB 916 Proposed Expenditure Plan





DATE: September 26, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA members during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Applications Due</u>
Bikes Belong Grant Program	Tim Baldwin, Grants Administrator (617) 734-2111	November 14, 2003
Bicycle Transportation Account	Hin Kung, Caltrans District 4, (510) 286-5234	December 1, 2003
Statewide Planning Grants	Robert Guerrero, STA (707) 424-6014	January 2004 <i>(To Be Confirmed in October)</i>



FUNDING OPPORTUNITY:

Bikes Belong Grant Program

Applications Due: November 14, 2003

TO: STA TAC and Consortium

FROM: Robert Guerrero, Associate Planner

This summary of the Bikes Belong Grant Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and the County of Solano are eligible.

Program Description: Bikes Belong is offering grants to address four specific goals:

- ridership growth
- leveraging funding
- building political support
- promoting cycling

Funding Available: Grants are available up to \$10,000. This program is intended to provide funding for local matches for larger fund sources.

Eligible Projects: Eligible projects include bicycle facility improvements, education, and capacity projects.

Further Information: Applications and grant information are available online at www.parks.ca.gov. Navigate to grant programs.

STA Contact Person: Robert Guerrero, STA Associate Planner (707) 424-6014. rguerrero@STA-SNCI.com.



FUNDING OPPORTUNITY:

Bicycle Transportation Account

Applications Due: December 1, 2003

TO: STA TAC and Consortium

FROM: Robert Guerrero, Associate Planner

This summary of the Bicycle Transportation Account is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties are eligible to apply for BTA funds and may apply on behalf of an agency that is not a city or county but propose construction of a bicycle project.

Program Description: The program is intended to assist cities and counties fund bicycle projects.

Funding Available: Approximately \$7.2 million was available Statewide. Staff will update member agencies when actual amount becomes available. This program requires a 10% local match.

Eligible Projects: Eligible projects include: New bikeways serving major transportation corridors, bicycle parking racks, bicycle carrying facilities on public transit vehicles, installation of traffic control devices to improve safety and efficiency, elimination of hazardous conditions on existing bikeways, planning, and improvements and maintenance of bikeways.

Further Details: **Project Sponsors must have an approved Bicycle Plan certified by Caltrans Bicycle Facilities Unit. Please contact the STA for further details.**

Program Contact Person: Hin Kung, Caltrans District 4, (510) 286-5234.

STA Contact Person: Robert Guerrero, STA Associate Planner (707) 424-6014.
rguerrero@STA-SNCL.com.



FUNDING OPPORTUNITY:

Statewide Planning Grants

Applications Due: January 2004

TO: STA TAC and Consortium

FROM: Robert Guerrero, Associate Planner

This summary of the Statewide Planning Grants is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: MPOs/RTPAs are eligible as applicants. Cities and County of Solano, Native American Tribal Governments, public entities, Community Based Organizations, and private entities may submit proposals as sub-recipients. Each grant program has specific applicant qualifications.

Program Description: Several statewide planning grant applications are expected to be available in October with an expected application due date in November. The statewide planning grant program is expected to have the same grant categories as last year:

- ***Community-Based Transportation Planning Grant***
- ***Environmental Justice-Context Sensitive Planning Grant***
- ***Partnership Planning Grant***
- ***Statewide Transit Planning Studies Grant***
- ***Transit Technical Planning Assistance Grant.***

Funding Available: Funding for these programs are expected to be the same as last year, however, actual funding amounts will be confirmed by the end of September. Caltrans HQ is expecting to send out applications with the correct funding amount in the next two weeks.

Eligible Projects: Each grant category has a specific type of goal. Funding will be provided for planning projects that attempts to achieve these goals. A more detailed summary sheet will be provided for each program will be provided in October 2003.

STA Contact Person: For information regarding last year's program, please contact Robert Guerrero, STA Associate Planner (707) 424-6014. rguerrero@STA-SNCL.com.
