



Solano Transportation Authority

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Members:

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

**MEETING NOTICE**

**November 12, 2003**

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

**5:00 P.M. Regular Meeting (Suisun City Hall)  
6:00 P.M. 6<sup>th</sup> Annual Awards Ceremony  
(Joseph A. Nelson Community Center)**

**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. CALL TO ORDER – CONFIRM QUORUM** Chair Sperring
- II. PLEDGE OF ALLEGIANCE**
- III. APPROVAL OF AGENDA (5:00 – 5:05 p.m.)**
- IV. OPPORTUNITY FOR PUBLIC COMMENT (5:05- 5:10 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.
- V. EXECUTIVE DIRECTOR’S REPORT (5:10-5:15 p.m.) – Pg 1** Daryl K. Halls

**STA Board Members:**

Jim Sperring, 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
Michael Segala	Harry Price	Dan Smith	Gil Vega	Ed Woodruff	Rischa Slade	Pete Rey	John Vasquez

**STA Alternates:**

**VI. COMMENTS/UPDATE FROM STAFF,  
CALTRANS AND MTC (5:15- 5:20 p.m.)**

**A. MTC Report**

**B. Caltrans Report**

Yader Bermudez

**VII. CONSENT CALENDAR**

*Recommendation: Approve the following consent items in one motion  
(Note: Items under consent calendar may be removed for separate discussion.  
(5:20-5:25 p.m.) – Pg 11*

**A. STA Board Minutes of October 8, 2003**

Kim Cassidy

*Recommendation: Approve minutes of October 8, 2003.  
– Pg 13*

**B. Approve Draft TAC Minutes of October 29, 2003**

Kim Cassidy

*Recommendation: Receive and file. – Pg 21*

**C. STA FY 2003-04 Disadvantaged  
Business Enterprise (DBE) Program**

Jennifer Tongson

*Recommendation: Formally adopt the annual DBE Goal  
of 5.4% for the STA for Federal Fiscal Year 2003-04 and  
authorize the Executive Director to forward the program  
to Caltrans for final approval. - Pg 25*

**D. FY 2003-04 TDA Distribution for Solano County**

Mike Duncan

*Recommendation: Accept the attached TDA matrix  
with the addition of Benicia. – Pg 31*

**E. 2003 Legislative Update and Draft 2004 Legislative  
Platform**

Janice Sells

*Recommendation: Authorize the STA staff to release the  
Draft 2004 Legislative Platform for review and comment for  
a period of 30 days.  
– Pg 33*

**VIII. ACTION ITEMS - FINANCIAL  
None**

**IX. ACTION ITEMS – NON FINANCIAL**

**A. Regional Measure 2 - \$3 Bridge Toll Initiative (SB 916)**

Daryl Halls,  
Charles O. Lamoree

*Recommendation: (5:25-5:30 p.m.) – Pg 47  
Approve the following recommendations:*

1. *Resolution – Requesting the Solano County Board of Supervisor place Regional Measure 2 on the Ballot for the March 2, 2004, General Election in accordance with the enactment of SB 916 – Chapter 715.*
2. *Authorize the STA Chair to Forward Letters of Support for the Projects included in the Regional Measure 2 Expenditure Plan for Solano County to the Solano County Board of Supervisors and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo.*
3. *Forward Letters of Appreciation to Members of the Solano County’s State Legislative Delegation and to State Senator Don Perata for his Sponsorship of SB 916.*

- B. Appoint STA Alternate to the Capitol Corridor Joint Powers Board (CCJPB)** Dan Christians  
*Recommendation: Appoint a new alternate to the Capitol Corridor Joint Powers Board.*  
 (5:30-5:35 p.m.) – Pg 57

**X. INFORMATION ITEMS (5:35-5:45 p.m.)**

- A. Cordelia Truck Scales Relocation Study-Update** John Silva, Chair  
*Informational – Pg 59* Arterials, Highways, and  
 Freeways Committee,  
 Mike Duncan

(No Discussion Necessary)

- B. Solano Comprehensive Transportation Plan (CTP) and Needs Assessment** Dan Christians  
*Informational – Pg 65*
- C. Regional Transportation Plan (RTP) Update- Transportation 2030 – Future Funding Investments** Daryl Halls  
*Informational – Pg 83*
- D. Highway Projects Status Report** Mike Duncan  
*Informational – Pg 129*
- E. Jameson Canyon Project - Update** Mike Duncan  
*Informational – Pg 133*
- F. 2004 State Transportation Improvement Program (STIP)** Mike Duncan  
*Informational – Pg 135*
- G. Proposed Regional Project Delivery Policy for TEA 21 Reauthorization** Mike Duncan

Informational – Pg 139

**H. Unmet Transit Needs Process Status**

Elizabeth Richards

Informational – Pg 157

**I. Funding Opportunities Summary**

Robert Guerrero

Informational – Pg 161

**XI. BOARD MEMBERS COMMENTS**

**XII. ADJOURNMENT**

Meeting Adjourned to Joseph A. Nelson Community Center, 611 Village Dr., Suisun City, CA. for the Sixth Annual Awards ceremony at 7:00 p.m.

The next regular meeting of the STA Board will be December 10, 2003 at Suisun City Hall Council Chambers.



MEMORANDUM

DATE: November 5, 2003  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – November 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.

**Consultant to Provide Results of Measure E Assessment \***

D.J. Smith is scheduled to provide a presentation to the STA Board on his assessment of the Measure E expenditure plan and election results, and the information received from three focus groups and a recent privately funded public opinion poll.

**STA's 6<sup>th</sup> Annual Awards Program on Tap for November**

The award winners in eight specific categories and three special STA Award Winners will be announced at the 6<sup>th</sup> Annual Awards Program on Wednesday, November 12<sup>th</sup>, 7:00 p.m., at the Joseph Nelson Community Center in Suisun City. The event's reception will begin at 6:00 p.m., immediately after the STA Board meeting scheduled for 5:00 p.m. at Suisun City Hall.

**Public Input Process for Cordelia Truck Scales Study Moves Forward \***

The STA's Arterials, Highways and Freeways Committee was scheduled to hold a special meeting on Wednesday, November 5<sup>th</sup>, to provide direction to STA staff pursuant to the public input process for the release of the Draft Cordelia Truck Scales Relocation Study. To date, staff and the Study's Consultant have provided informational presentations to the Highway 12 Association and the Dixon City Council. Presentations are also scheduled for the Vacaville City Council (November 11<sup>th</sup>) and Rio Vista City Council (November 20<sup>th</sup>). In addition, staff has been providing informational briefing for members of the Solano County Board of Supervisors and Solano County State Legislative Delegation. Copies of the Draft Cordelia Truck Scales Study have been sent to the cities of Dixon and Vacaville, Caltrans and the California Highway Patrol, and are being distributed to the remaining 32 city and county elected officials, our state and federal legislators, and other affected agencies.

**Regional Measure 2 for \$3 Bridge Toll Moves to the Ballot \***

With the enactment of SB 916 (Perata) into state statute (Chapter 715), Regional Measure 2 (RM2) needs to be placed on the ballot for the March 2, 2004 election in the Bay Area's seven counties with state owned toll bridges (Alameda, Contra Costa, Marin, San Francisco, San

Mateo, Santa Clara and Solano). Chuck Lamoree, STA's legal counsel, has prepared a resolution for the STA Board requesting the Solano County Board of Supervisor's place RM 2 on the ballot for the March 2004 election and a sample ballot for use by the Board of Supervisors and County Counsel. The expenditure plan contained in RM 2 includes all the projects and transit services requested by the STA. The deadline for placing RM2 on the ballot is December 5, 2003.

**MTC's T-2030 Plan Policy Debate Moves Into High Gear \***

On November 7, 2003, MTC's Partnership Board will begin discussing and debating various options for setting project, program and funding priorities for the Metropolitan Transportation Commission's (MTC) update of the Regional Transportation Plan, titled "Transportation 2030" (T-2030). On November 13, 2003, a special meeting of MTC's Planning and Operations Committee (POC) and the Chair of the nine Congestion Management Agencies (CMAs) will be reviewing and discussing the same topics. Staff has provided a copy of the vast amount of information that MTC's staff has adroitly and diligently prepared. Of paramount concern to Solano County's transportation interests is the protection of the STA Board's ability to program funds and set local transportation priorities to address critical issues, such as: improving and managing our freeway and highway corridors (I-80, I-680, I-780, SR 12 and SR 113 corridors), maintaining our local streets and roads, and investing in critical park and ride and intermodal projects. At the Board meeting, staff will provide an update of the regional deliberations and any new options that may surface at the regional level.

**Two New Board Members to Join the STA**

With the completion of the November 4<sup>th</sup> General Election, two new Board Members will be joining the STA at either the December 2003 or January 2004 Board meetings. Dan Donahue's eight years on the Vallejo City Council concludes in the beginning of December. Board Member Donahue served as the City of Vallejo's representative on the STA Board for eight years and presided as the STA Chair in 2000. The City of Vallejo has term limits of two terms for city council members and Council Member Donahue was not eligible to run for a third term. Pierre Bidou's one term on the Benicia City Council also will end next month. Council Member Bidou opted not to run for reelection. He served as the City of Benicia's representative to the STA Board since his election in November of 1999. I want to thank both Board Members Bidou and Donahue for their enthusiastic interest in transportation and strong commitment to the priority transportation projects of the STA. They will both be missed.

**Measure E Consultant Report to be Provided in December**

D.J. Smith was scheduled to provide a presentation to the STA Board in November on his assessment of the Measure E expenditure plan and election results, and the information received from three focus groups and a recent privately funded public opinion poll. At the request of the Local Funding Subcommittee, this presentation has been moved to the Board meeting of December 10, 2003 to provide the Subcommittee time to work with this consultant and to allow for new Board representatives from the cities of Benicia and Vallejo to be appointed to the STA Board.

Executive Director's Memo  
November 4, 2003  
Page 3

**STA Staff Briefs Caltrans District IV Chief on Priority Projects**

On November 3<sup>rd</sup>, Mike Duncan and I briefed Caltrans District IV's District Director, Bijan Sartipi, and his top management staff on four of the STA's priority projects and studies. The topics included the I-80/680/780 Corridor Study, the Draft Cordelia Truck Scales Study, SR 12 Jameson Canyon, and extending the High Occupancy Vehicle Lane on I-80 west bound from SR 29 to the Carquinez Bridge.

**Adoption of STA's Disadvantaged Business Enterprises (DBE) Goal \***

The STA's Jennifer Tongson has completed the update of the STA's Disadvantaged Business Enterprise (DBE) plan and goal. This is a prerequisite before utilizing federal transportation funds for consultant services.

***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



could be reduced or cut by the conferees.<sup>1</sup> I believe the final earmark will be in the \$350,000 range but we will continue to push for as much funding as possible.

**Vallejo Station.** The Vallejo Station project did not receive an earmark in either the House or the Senate version of the transportation bill. Normally under these circumstances I would believe there is virtually no chance for an earmark coming out of conference. However, I believe there is a chance an earmark for the project will be included in the final bill due to relatively intense lobbying efforts and work on our behalf by our congressional delegation and staff.

Our House staff contacts are communicating with their Senate counterparts to continue to push for funding for the projects in the conference bill. This is especially important given Sen. Feinstein's position on the Senate Appropriations Committee.

**T3 Update.** Congress passed and the President signed legislation extending the current transportation authorization legislation (TEA-21) through February 29, 2004. There are efforts underway in both the House and the Senate to introduce significant T3 legislation prior to Congress adjourning for the year. The main sticking point so far is how to pay for the six-year bill, which ranges in estimated cost from \$230 billion to over \$400 billion. Tax increases and several bonding plans continue to meet stiff opposition both on the Hill and from the Administration. It is unlikely that specific project earmarks will move forward until Congress and the Administration agree on how much the federal government will spend on transportation in the coming years and how the federal government will fund that spending. The bill is either "95 percent written" or "is nowhere" depending on the source of the information.

The Senate Environment and Public Works Committee scheduled a November 5 mark up, but many believe the mark up will be postponed. Key House Members hope to introduce a \$375 billion reauthorization prior to adjournment. The bill will not include specific projects if it is introduced this fall. In any case, there are no plans to mark up the House bill prior to adjournment.

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<sup>1</sup> A project receiving the exact same earmark in both House and Senate bills is "nonconferenceable" and would not be cut from the bill. A nonconferenceable earmark can be reduced if the entire funding category is reduced across-the-board; in fact, this is often the outcome.

<b><i>Project</i></b>	<b><i>Request</i></b>	<b><i>Status</i></b>
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 <sup>st</sup> 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)**

<b>DATE</b>	<b>TIME</b>	<b>DESCRIPTION</b>	<b>LOCATION</b>	<b>CONFIRMED</b>
Nov. 12	5:00 p.m.	STA Board Meeting	Suisun City Hall	X
Nov. 12	6:00 p.m.	STA 6 <sup>th</sup> Annual Awards	Suisun City Community Center	X
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
Nov. 24	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Nov. 24	1:30 p.m.	Technical Advisory Committee	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	



DATE: November 3, 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 October 8, 2003.
- B. Approve Draft TAC Minutes of October 29, 2003.
- C. Approve STA FY 2003-04 Disadvantaged Business Enterprise (DBE) Program.
- D. FY 2003-04 TDA Distribution for Solano County.
- E. 2003 Legislative Update and Draft 2004 Legislative Platform.



**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes of Meeting of**  
**October 8, 2003**

**II. CALL TO ORDER - CONFIRM QUORUM**

Chair Spering called the regular meeting to order at 6:12 p.m. A quorum was confirmed.

**MEMBERS  
PRESENT:**

Jim Spering (Chair)	City of Suisun City
Karin MacMillan (Vice Chair)	City of Fairfield
Dan Smith (Member Alternate)	City of Benicia
Mary Ann Courville	City of Dixon
Marci Coglianesse	City of Rio Vista
Rischa Slade	City of Vacaville
Dan Donahue	City of Vallejo
John Silva	County of Solano

**MEMBERS  
ABSENT:**

Pierre Bidou	City of Benicia
Len Augustine	City of Vacaville

**STAFF  
PRESENT:**

Daryl K. Halls	STA-Executive Director
Chuck Lamoree	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	Program Manager/Analyst
Robert Guerrero	STA Associate Planner
Jennifer Tongson	STA Project Assistant

**ALSO  
PRESENT:**

Morrie Barr	City of Fairfield
Ed Woodruff	City of Rio Vista (Member Alternate)
Gary Cullen	City of Suisun City
Mark Akaba	City of Vallejo
Frank Benda	Citizen-Rio Vista
Judy Calpo	Citizen-Rio Vista
Robert Cattet	Citizen-Rio Vista
Joe Downes	Citizen-Rio Vista
Margaret Downes	Citizen-Rio Vista
Bob Emerick	Citizen-Rio Vista
Cathy Emerick	Citizen-Rio Vista
Ron Jones	Rio Vista City Council
Louis Mandell	Citizen-Rio Vista
David Marianno	Citizen-Rio Vista
Gail Murray	Citizen-Rio Vista
Robert Thille	Citizen-Rio Vista
Mike Cassidy	Citizen-Vacaville
Mike Lohman	Mark Thomas & Co.
Trudy Presser	Nolte & Assoc.
Richard Jener	Solano County Grand Jury
Alvaro Villagomez	Vallejo Transit
Peter Martin	Wilbur Smith Assoc.

**IV. APPROVAL OF AGENDA**

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

**V. OPPORTUNITY FOR PUBLIC COMMENT**

None

**VI. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following items:

- STA Board Hosts Public Hearings for the STA's CTP and MTC's RTP 2005.
- Future of Transit in Solano County Presentations.
- Congress to Extend TEA 21 for Five-Months.
- Public Hearing for Disadvantaged Business Enterprise Program (DBE).
- Caltrans Does Not Award FY 03-04 SP&R Grants for SR 113 and Rio Vista Bridge Studies.
- STA to Announce Nominations for 6<sup>th</sup> Annual Awards Program.
- FY 2002/03 Fourth Quarter Budget Report.
- SNCI Program Starts Second Travis AFB Vanpool.

- STA Lands FTA Grant for Two Vans for Solano Paratransit.

## **VII. Public Hearings**

### **A. Regional Transportation Plan (RTP)/Comprehensive Transportation Plan (CTP)**

Daryl Halls

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

Daryl Halls provided an update on MTC's 25 year transportation plan, titled Transportation 2030. His presentation covered financial constraints, project program priorities, the plan's outreach effort, goals and objectives, prior commitments, new investments, current approach and potential strategies.

Dan Christians provided an update of the STA's Countywide Transportation Plan (CTP).

#### **Board Concerns:**

Chair Sperring noted the importance of being involved in the planning process and the importance to provide incentives for rural localities.

No comments were received during the public hearing.

### **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.

Mike Duncan noted the proposed Disadvantaged Business Enterprise (DBE) Program goal for the STA of 5.4%.

No comments were received during the public hearing.

## **VIII. COMMENTS/UPDATE FROM STAFF, CALTRANS, AND MTC**

### **A. MTC Report**

None

### **B. Caltrans Report**

None

### **C. Future of Transit in Solano County**

#### **1. I-80/680/780 Transit Corridor Study Update**

Dan Christians

Dan Christians reviewed the study purpose, existing service objectives, principles of the plan's development and next steps. He noted the draft plan would be agendaized at the December or January Board meeting.

Chair Spring requested a review of the routes not performing be included as part of the study.

Daryl Halls commented that this was part of the consultant Scope of Work.

2. Senior and Disabled Transit Study Update

Robert Guerrero

Gayle Murray provided an overview of the study objectives, public input time frame, demographic trends, issues with public transit, desired future improvements and the next steps for the study. Board Members Coglianesi and Courville requested additional outreach in their cities. By general Board consensus, staff was directed to schedule follow-up meetings in each city.

**IX. CONSENT CALENDAR**

On a motion by Member Silva, and a second by Member Alternate Slade, the following consent items were approved in one motion.

**A. Approve STA Board Minutes of September 10, 2003**

Recommendation: Approve STA Board Minutes of September 10, 2003.

**B. Approve Draft TAC Minutes of September 24, 2003.**

Recommendation: Receive and file.

**C. FY 2002/03 Budget – Fourth Quarter Budget Report and Proposed Budget Adjustment**

Recommendation:

Receive and file.

**D. Amendment #1 for Consultant Service Contract for Analysis of Measure E**

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.

**E. FY 2003-04 TDA Distribution for Solano County**

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

**F. Cross State Bike Route Planning Study**

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

**X. ACTION ITEMS: FINANCIAL**

None presented.

**XI. ACTION ITEMS: NON-FINANCIAL**

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

Daryl Halls provided a Regional Transportation Plan (RTP) update, T-2030, reviewing goals, objectives, performance measures, fund estimates, competing interests/issues and

funding commitments. He identified revenues for the Track 1 segment of the RTP, discussed goals for the T-2030 plan and the proposed addition of Congestion Relief as the eighth goal for the plan.

Member Alternate Smith requested ferry service to Benicia be added as a candidate project for Solano County.

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, *with the addition of ferry service to Benicia*, (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 13<sup>th</sup> meeting of MTC's Planning and Operations Committee.

On a motion by Member MacMillan, and a second by Member Alternate Smith, the Board approved the recommendation as amended.

## **B. Cordelia Truck Scales Relocation Study**

Mike Duncan reviewed the draft summary report background and identified the technical analysis used to screen sites for physical size, impact of freeway operations, environmental flaws and capital costs. He discussed the study's conclusions and options for potential truck scale locations.

### Board Comments:

Chair Sperring expressed concern that all affected cities should be included in the briefing. He stated that additional outreach is needed.

Member Coglianesse requested the item be tabled until additional outreach is complete.

Member Courville requested an opportunity for additional comment.

Member Alternate Smith requested additional consideration of environmental problems.

Member Silva commented that research needs to be coordinated with BCDC. He indicated that the recommendation had been supported by the Arterials, Highways, and Freeways committee, in addition to staff.

### Public Comments:

RA Jones agreed with a proposed relocation of the truck scales from Cordelia when the impact is determined after additional outreach.

Ed Woodruff (Member Alternate) requested the Board delay consideration to provide more research and additional public input presentations.

Dave Marianno expressed concern of encroachment of project in Solano County.

Robert Cattey provided support for an alternative location to be determined.

Lt. Mike Ferrell, CHP, summarized safety of moving scales to alternate location,

the ability to control traffic, an increase in personnel costs and trucks bypassing scales. He indicated that he had not received a copy of the study. Judy Calpo suggested the Board tour the commute area prior to making a decision.

Daryl Halls addressed the public process and methodology used for the study:

Recommendation: Approve the following:

1. Release the Truck Scales Relocation Study Draft Summary Report for comments.
2. Include in the Draft Report the recommendation from the STA Arterials, Highways and Freeways Committee that Option 3 of the Truck Scales Relocation Study is the preferred Option for the locations of Truck Scales in Solano County.
3. Schedule Public Input meetings with agencies and interest groups, including consultant participation to answer specific technical questions.
4. Prepare a timeline for the decision making process regarding the Truck Scales Relocation Study and subsequent actions required.
5. Record and provide a staff response to all issues raised at the public input meetings or comments received through other channels.
6. Update the STA Board in November.

On a motion by Member Donahue, and a second by Member Courville, the Board unanimously approved the revised recommendation.

## **XII. INFORMATION ITEMS:**

- |                                                                                                                       |                |
|-----------------------------------------------------------------------------------------------------------------------|----------------|
| <b>A. Jepson Parkway Alternatives</b>                                                                                 | Dan Christians |
| Dan Christians provided a review of the four alternatives which were studied and the estimated completion of the EIR. |                |
| <b>B. 6<sup>th</sup> Annual STA Awards Nominations</b>                                                                | Janice Sells   |
| <b>No Discussion Necessary</b>                                                                                        |                |
| <b>C. I-80/680/780 Transit Corridor Study – Status Report</b>                                                         |                |
| <b>D. Senior and Disabled Transit Study</b>                                                                           |                |
| <b>E. Solano Comprehensive Transportation Plan and Needs Assessment Update</b>                                        |                |
| <b>F. 2004 State Transportation Improvement Program (STIP)</b>                                                        |                |
| <b>G. Unmet Transit Needs Process Status</b>                                                                          |                |
| <b>H. Legislative Update</b>                                                                                          |                |
| <b>I. Funding Opportunities Summary</b>                                                                               |                |

## **XIII. BOARD MEMBER COMMENTS**

## **XIV. ADJOURNMENT**

The STA Board meeting was adjourned at 8:33 p.m. The next regular meeting is November 12, 2003 at 5:00 p.m. followed by the STA Awards Ceremony at 6:00 p.m.

Respectfully submitted,

Kim Cassidy  
Kim Cassidy  
Clerk of the Board

Nov. 6, 2003  
Date:



**DRAFT**  
**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting of**  
**October 29, 2003**

**I. CALL TO ORDER**

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

Present:

TAC Members Present:

Dan Schiada	City of Benicia
Janet Koster	City of Dixon
Charlie Beck	City of Fairfield
Julie Pappa	City of Rio Vista
Gary Cullen	City of Suisun City
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Charlie Jones, Jr.	County of Solano

Others Present:

Clay Castleberry	City of Benicia
Morrie Barr	City of Fairfield
Gian Aggarwal	City of Vacaville
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
Craig Goldblatt	MTC

**II. APPROVAL OF THE AGENDA**

**III. OPPORTUNITY FOR PUBLIC COMMENT**

**IV. REPORTS FROM CALTRANS, MTC AND STA STAFF**

Caltrans – Cameron Oakes stated the SP&R grant cycles will be released 1-28-04.

MTC – Craig Goldblatt provided an update on the Universal Fare Card and its implementation plan.

STA – Jennifer Tongson informed the TAC of the next meeting of the Paratransit Coordinating on 11-21-03. TDA claims should be submitted by this time.

**V. CONSENT CALENDAR**

On a motion by Mark Akaba, and a second by Charlie Beck, the STA TAC unanimously approved the consent calendar.

Recommendation:

- A. Approve minutes of September 24, 2003.
- B. Funding Opportunities Summary.
- C. Updated STA Meeting Schedule for 2003

**VI. ACTION ITEMS**

**A. FY 2003-04 TDA Distribution for Solano County**

Mike Duncan reviewed the TDA distribution matrix with the addition of the City of Benicia and the adjustment for Solano County streets and roads.

Recommendation: Accept the attached TDA matrix for Benicia and recommend to the STA Board to accept the attached TDA Matrix.

On a motion by Charlie Jones, Jr., and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

**VII. INFORMATION ITEMS**

**A. Solano Comprehensive Transportation Plan (CTP) and Needs Assessments**

Dan Christians provided an update of revised needs assessments for: the Cities of Benicia, Dixon, Fairfield, Vacaville, Vallejo and the County of Solano. He also discussed additional updated needs assessments from the other member jurisdictions.

**B. Regional Transportation Plan (RTP) Update- Transportation 2030-Future Funding Investments**

Daryl Halls summarized the available flexible dollar commitments, limitations for new investment funding for: local streets and roads, transit maintenance funding shortfalls, regional programs, local investment choices and new regional investment choices. He

also reviewed various funding investments scenarios, strategies and issues pertaining to T-2030 as discussed by the regional CMA

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

Dan Christians highlighted the Draft Plan for the Transit Corridor Study including the number and location of new park and ride facilities, proposed conceptual access to each facility and mid-and long-term recommendations of the I-80/680/780 Corridor Study.

**D. STA FY 2003-04 Disadvantaged Business Enterprise (DBE) Program**

Jennifer Tongson reviewed the two-step process for DBE participation in STA contracts and the draft DBE Goal for Federal Fiscal Year 2003-04 estimated at 5.4%.

**E. Highway Projects Status Report**

Mike Duncan provided updates on the following projects:

1. I-80/I-680/SR 12 Interchange
2. North Connector
3. I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7
4. I-80/I-680/I-780 Transit Corridor Study
5. Caltrans Auxiliary Lanes Project
6. Jepson Parkway
7. Highway 37
8. Highway 12 (Jameson Canyon and 12/29 Interchange)
9. Highway 12 (East)
10. I-80 Widening (Dixon to Vacaville)

**F. Cordelia Truck Scales Relocation Study-Update**

Mike Duncan discussed the results and conclusions of the Draft Cordelia Truck Scales Relocation Study as presented to the STA Board on October 8, 2003, including concerns regarding proposed locations for truck scales on SR 12. A schedule for public input and to provide affected agencies and interest groups detailed information was presented.

**G. Jameson Canyon Project-Update**

Mike Duncan provided an update of the environmental studies phase and value analysis process for the Jameson Canyon Project.

**H. 2004 State Transportation Improvement Program (STIP)**

Mike Duncan reviewed the STIP fund estimate and the potential for a “Zero STIP”

**I. Proposed Regional Project Delivery Policy for TEA 21 Reauthorization**

Mike Duncan summarized the new policy for federal funds and primary changes from current Project Delivery Policy.

**J. Unmet Transit Needs Process Status**

Daryl Halls provided an update on the date and information provided to determine transit needs not available in Solano County.

**K. Legislative Update**

Janice Sells provided an update on legislative issues including:

SB 915 (Perata, Burton and Torlakson) – San Francisco Bay Area Water Authority

SB 916 (Perata) – Support – Toll Bridge Revenues

SB 1055 (Committee on Budget)

**L. 6<sup>th</sup> Annual STA Awards Ceremony**

Janice Sells highlighted the nominees for the STA 6<sup>th</sup> Annual Awards.

**VII. ADJOURNMENT**

The meeting was adjourned at approximately 2:35 p.m. The next regular meeting of the STA TAC is scheduled for Monday, November 24, 2003 at 1:30 p.m.



DATE: October 30, 2003  
TO: STA Board  
FROM: Jennifer Tongson, Projects Assistant  
RE: STA 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<sup>nd</sup> for a 30-day public review/45-day public comment period from the date of publication. The DBE program review period ended on October 21<sup>st</sup> and the comment period will end on November 5<sup>th</sup>. 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 was held during the October 8<sup>th</sup> STA Board meeting in which no comments were received, and as of this date, there have been no written comments received for the STA's DBE program. If comments are received by the November 5<sup>th</sup> deadline, the comments will be evaluated to determine whether an adjustment to the goal is required. After review and adoption by the STA Board, the STA DBE program is forwarded 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:**

Formally adopt the annual DBE Goal of 5.4% for the STA for Federal Fiscal Year 2003-04 and authorize the Executive Director to forward the program to Caltrans for final approval.

**Attachment:**

A. "Goal Setting Methodology," Draft FFY 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.

<b>WCC</b>	<b>WCC Description</b>	<b>NAICS</b>	<b>NAICS Description</b>
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 / NAICS 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%.**

### **Step Two Process: History**

The purpose of the Step Two analysis is to determine if an upward or downward adjustment to the base goal is justified based on relevant evidence available to the STA. An analysis of DBE participation on the STA's FY 2001/02 projects was conducted to determine if an adjustment to the Step One percentage was necessary. As noted in Step One, the STA awarded three federally funded projects within the last five years, totalling approximately \$1.9 million. These three projects were evaluated to determine the total DBE participation. The evaluation showed that only 6.6% of the total federal funds awarded within the past five years have DBE participation. (See Attachment C.) From this information, it was concluded that the STA does not award a significant amount of federally funded contracts to warrant an adjustment to the base figure goal on the basis of past participation.

Other factors in the Step Two analysis involve the consideration of disparity studies conducted in the market area and evidence of past discrimination. Since there are no known disparity studies conducted in the region and no evidence of past discrimination, further adjustments to the DBE goal are not required based on this information.

**There will be no adjustment to the Step One base figure. Therefore, the overall annual DBE goal, or the Step Two goal, will remain at 5.4%.**

### **Race-Neutral / Race-Conscious Split:**

In order to meet the annual DBE goals in the past and because the STA awards only a handful of federally funded projects in a given year, a DBE component has been included for every project using federal funds. By including a DBE goal in every federal funded contract, the STA is using race-conscious measures to achieve its DBE goal. As shown in Step Two, only 6.6% of the total federal funds awarded within the past five years have DBE participation, which is only slightly higher than the overall annual goal of 5.4% established in Step One. The most effective way to achieve this year's DBE goal of 5.4% is to continue to use race-conscious measures. Therefore the annual DBE goal is 5.4%, and will be exclusively race-conscious. (If the STA is successful in exceeding this year's goal, the difference between goal and achievement will be taken into consideration in next year's calculation for the DBE Race-Neutral / Race-Conscious Split.)

### **Conclusions:**

**The annual DBE goal for FY 2003-04 is 5.4%, and will be exclusively race-conscious.**



Date: October 31, 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 STA Board reviewed and approved the TDA distribution matrix for Dixon, Fairfield, Vacaville, Vallejo and Solano County. In September, the STA Board accepted the revised TDA matrix with the additions of Rio Vista and Suisun City.

Benicia recently submitted updated TDA data to complete the FY 2003-04 TDA Matrix. Additionally, Solano County revised downward their TDA amount for streets and roads to ensure a positive balance at the end of FY 2003-04. The TAC unanimously recommended accepting the final FY 03-04 TDA matrix with the addition of Benicia.

**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 with the addition of Benicia.

Attachment

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

TDA Article 4/8 FY 2003-04																							
AGENCY	TDA Est	Available for Allocation	Benicia Transit	Dixon Transit	F-S Transit	Rio Vista Transit	Vacaville Transit	Vallejo Transit	Demand Response	Local Paratransit	Solano Paratransit	Sol Para FY01-02	Route 20	Route 30	Route 40	Routes 85, 90 and 91	STA Planning	Transit Studies	Transit Capital	Streets & Roads	Total	Balance	
		(from MTC)						(7)	(6)		(1)	(10)	(2)	(1)	(3)	(4)	(5)		(8)	(9)			
Benicia	844,360	<b>844,360</b>	500,000							240,000							24,232				764,232	80,128	
Dixon	505,053	<b>860,308</b>		365,000							29,208	7,600		30,097			14,495				370,040	816,440	43,868
Fairfield	3,133,515	<b>3,974,618</b>			273,826				107,426	203,027	191,465	50,687		30,097	140,000	400,000	89,929		2,000,000		3,486,457	488,161	
Rio Vista	167,308	<b>398,777</b>				75,000					9,651	2,676					4,802				306,648	398,777	0
Suisun City	833,415	<b>1,263,439</b>			611,166				6,011	82,346	45,775	14,687			25,000		23,918				454,000	1,262,903	536
Vacaville	2,886,462	<b>5,208,050</b>					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	<b>3,990,252</b>						3,294,483	270,046	335,916							106,443		125,000		4,131,888	-141,636	
Solano County	612,943	<b>691,618</b>							5,000		27,660	10,127	15,000	17,198	45,000	25,000	17,591				520,000	682,576	9,042
Other																	87,511	30,000			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	2,150,688	15,302,333		

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: October 31, 2003  
TO: STA Board  
FROM: Janice Sells, Program Manager/Analyst  
RE: 2003 Legislative Update and Draft 2004 Legislative Platform

**Background:**

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

**Discussion:**

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

Legislative update:

**SB 915 (Perata, Burton and Torlakson) – San Francisco Bay Area Water Authority**

This bill has been signed by the governor and designates the Water Transit Authority as an operator and provides funding through the \$1 toll bridge increase.

**SB 916 (Perata) – Support - Toll Bridge Revenues**

The bill has been signed by the governor and will go to the voters in March 2004. Solano County projects remain intact. The ballot language is being prepared for presentation to the Solano County Board of Supervisors for their placement on the ballot before December 5.

**SB 1055 (Committee on Budget) -**

This bill has been signed by the Governor and now will provide weight fees to be collected by the DMV that will provide additional funds to help offset a percentage of the state budget impacts on the State Highway Account.

STA staff is in the process of preparing for next year's Legislative session. Attached for your review and input is the STA's Draft 2004 Legislative Platform. Staff recommends that the Legislative Platform be released for review and comment for a period of 30 days. Following the public comment period, Staff will place it on the agenda for Board adoption in January 2004.

**Recommendation:**

Authorize the STA staff to release the Draft 2004 Legislative Platform for review and comment for a period of 30 days.

Attachment A – 2003 Legislative Matrix  
B – 2003 Legislative Platform

**Solano Transportation Authority**  
**2003 Legislative Matrix**  
**November 2003**

**State Legislation**

State Legislation Bill/Author	Subject	Status	Position
<b>AB 98 (Koretz)</b> 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	
<b>AB 114 (Nakano – Principal Coauthor Wiggins)</b> 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	
<b>AB 139 (Corbett)</b> 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	
<b>AB 427 (Longville)</b> 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
<b>AB 829 (Salinas)</b> 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
<b>AB 1409 (Wolk)</b> 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 8/2803)</i>	Chaptered	Support

<b>AB 1717 (Committee on Transportation – Dutra, Chan, Chu, Liu, Longville, Nakano, Parra, Pavley, Salinas and Simitian)</b> 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.	Chaptered	
<b>ACA 7 (Dutra)</b> Transportation: Sales and Use Tax	This bill would authorize a <del>county, a city and county</del> , <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 <del>county, city and county</del> , <i>local</i> or regional transportation agency if the additional tax is approved by <b>55%</b> 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 <del>county, city and county</del> , <i>local</i> or regional transportation agency, less administrative costs and refunds, to be allocated by the State Board of Equalization to the <del>county, city and county</del> , <i>local</i> or regional transportation agency imposing the tax, and to be used for specified transportation purposes.	Placed in ASM inactive file.	Support
<b>ACA 9 (Levine)</b> 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.	
<b>SB 91 (Florez)</b> 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
<b>SB 170 (Torlakson)</b> 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
<b>SB 367 (Sher)</b> 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)	
<b>SB 541 (Torlakson)</b> 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	
<b>SB 915 (Perata, Burton and Torlakson – Coauthors: Assembly Members La Suer, Mullin and Wiggins)</b>	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>	Chaptered	
<b>SB 916 (Perata) (Principal Coauthor: Senator Torlakson, Coauthor: Senator Burton, Assembly Members Leno, Mullin and Wiggins)</b> 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, <del>including</del> <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>	Chaptered	Support

<p><b>SB 1055 (Committee on Budget)</b> 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>Chaptered</p>	
<p><b>SCA 2 (Torlakson)</b> Local government – transportation and smart growth</p>	<p>This bill would authorize a city, a county, a city and county, a <i>local transportation authority</i>, or a regional transportation agency, as defined, with the approval of a <b>majority</b> 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>

**Solano Transportation Authority  
Draft 2004 Legislative Priorities and Platform**

**LEGISLATIVE PRIORITIES**

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue project funding for:
  - a. I-80/I-680/SR 12 Interchange \*
  - b. Jepson Parkway Project\*
  - c. Vallejo Intermodal Station\*
  - d. Vallejo Baylink Ferry Service
  - e. Fairfield/Vacaville Intermodal Station\*
  - f. Capitol Corridor Rail Service and track improvements throughout Solano County
  - g. Inter-city transit
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge MTC and ABAG governing boards and their respective responsibilities.
6. ~~Monitor the development of the \$3 toll bridge legislation and support the inclusion of Solano County's priority transportation projects that have a nexus to the relevant State Owned Bay Area Toll Bridges in Solano County (Benicia and Carquinez). Monitor the progress of the \$3 bridge toll and support regional Measure 2 scheduled for the March 2004 ballot.~~

\* *Federal Priority Projects*

## LEGISLATIVE PLATFORM

### *I. Air Quality*

1. Sponsor use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.
2. Monitor and review approval of the 2004 Ozone Attainment Plan by EPA.
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.
5. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
6. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

## ***II. Americans with Disabilities Act***

1. Encourage new or revised guidelines to provide more flexible ADA access to trails, bike routes and transit.

## ***II. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)***

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Monitor legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

## ***III. Congestion Management***

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

## ***V. Employee Relations***

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

## ***VI. Funding***

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.

3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. ~~Monitor and react as necessary to any proposed TEA-21 mid-term corrections bill.~~ *Support efforts to pass a new federal transportation reauthorization bill now being called the "Safe, Accountable, Flexible Transportation Act" (SAFE TEA).*
10. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
11. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

12. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
13. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

#### ***IV. Liability***

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

#### ***V. Paratransit***

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

#### ***IX. Project Delivery***

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation construction projects.

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

## **X. Rail**

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. *Continue to monitor and evaluate the proposed \$10 billion High Speed Rail Bond scheduled for the November 2004 ballot.*

## **XI. Ferry**

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1<sup>st</sup> and 2<sup>nd</sup> Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.
2. Advocate for sufficient State operating and capital for Vallejo Baylink ferry and countywide express bus from the proposed “3<sup>rd</sup> Dollar” Bridge Toll (*Measure 2*) program in amounts sufficient in order to maintain and expand Vallejo Baylink ferry and express bus operations and fund Intermodal stations in support of this service.

3. In addition to new bridge tolls, work with MTC to generate new regional transit revenues such as gasoline sales taxes, etc., to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.
4. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

## *XII. Safety*

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

## *XIII. Transit*

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Due to the elimination/reduction of Federal transit operating subsidies, support legislation to also eliminate or ease Federal requirements and regulations regarding transit operations.



DATE: November 4, 2003  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
Charles O. Lamoree, STA Legal Counsel  
RE: Regional Measure 2 -\$3 Bridge Toll Initiative (SB 916)

**Background:**

Regional Measure 1 (RM 1), approved by Bay Area voters in 1988, established a uniform \$1 bridge toll on the Bay Area's seven State Owned Toll bridges with proceeds pledged to specific bridge corridors. An additional \$1 surcharge funds specific seismic retrofits projects on the Antioch, Bay Bridge, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, and San Mateo-Hayward Bridges. In 1997, the State Legislature created the Bay Area Toll Authority (BATA) to administer, program and allocate revenues from the \$1 base toll (not the \$1 seismic retrofit surcharge). The seismic surcharge is administered by the California Department of Transportation (Caltrans), the agency responsible for the Toll Bridge Seismic Retrofit Program.

In 2001, AB 1171 (Dutra) was enacted into state law extending the 2008 repeal date for the \$1 seismic retrofit surcharge for a 30 year period beyond 2008 until the project escalation costs for the Toll Bridge Seismic Retrofit Program are covered. The legislation included a provision that if revenue exceeded the actual cost of the bridge retrofit, then MTC would have the authority to program the potential excess funds for projects relieving congestion in the bridge corridors. MTC included provisions for the allocation of these additional funds as part of the adoption of its Resolution 3434 – better known as the Regional Transportation Expansion Plan (RTEP). The I-80/680/SR 12 Interchange (the only highway project) was included as an eligible project if these funds become available. The RTEP was adopted as part of the MTC's adoption of the 2001 Regional Transportation Plan (RTP).

**PROPOSED \$3 BRIDGE TOLL – SB 916 (Perata)**

In August of 2002, State Senator Don Perata (Alameda) initiated regional discussions about the potential for adding an additional dollar to the seven State-Owned Toll Bridges located in the Bay Area. A Senate Select Committee was formed and held a series of weekly meetings during the months of September, October and November. Under the framework of the Senate Select Committee, a technical/advisory committee comprised of seven county CMA's directors (all but Napa and Sonoma), the Bay Area's major transit operators, MTC and Caltrans was established to review and discuss the various projects under consideration. MTC provided staff support to the committee, but the deliberations of the Committee were under the close direction and supervision of the Committee's consultant.

An addition of a \$1 increase on the State Owned Bridges requires approval by the State Legislature and approval by a majority of Bay Area voters in 7 of the 9 specified Bay Area

Counties, if a nexus to the bridges is adhered to. MTC staff has estimated that a new \$1 bridge toll for the seven State Owned Bridges would generate approximately \$2.4 billion over a 30 year timeframe, with an annual revenue stream of approximately \$125 million.

#### STA PRIORITIES

In November 2002, the STA Board adopted priority projects for the proposed \$3 Bridge Toll revenues as follows:

1. I-80/680/SR 12 Interchange
2. I-80 HOV Lane between SR 12 and I-505
3. Express Bus Operating and Capitol along the I-80 and I-680 Corridors
4. Vallejo Baylink Ferry Operating and Infrastructure
5. Commuter Rail Operating and Capital between Solano and Contra Costa Counties

Subsequently, in January 2003, the STA Board adopted specific budget requests for capital and operating for the STA's priority projects for the proposed \$3 Bridge Toll .

In addition to the expenditure plan, SB 916 includes several provisions pertaining to the following:

1. MTC adoption of a "regional transit connectivity plan", for the purpose of identifying and evaluating opportunities for improving transit connectivity, by December 1, 2005.
2. Translink Consortium development of a plan for an integrated fare program (IFP) covering all regional transit trips funded in full or in part by the Bridge Toll funds by July 1, 2007.
3. MTC adoption of a Bay Area Regional Rail Plan for the development of passenger rail services in the San Francisco Bay Area over the short, medium and long term by July 1, 2006.

The Bay Area Regional Rail Plan includes a provision for the establishment of a Steering Committee comprised of representatives from Department of Transportation (Caltrans), Bay Area Rapid Transit District (BART), the Capitol Corridors Joint Powers Board, the Altamont Commuter Express, the California High-Speed Rail Authority, the Metropolitan Transportation Commission (MTC), and Sonoma-Marina Area Rail Transit District (SMART). At the request of the State Senator Wes Chesbro, the author added the STA as a member of the proposed Steering Committee for the Bay Area Regional Rail Plan.

With this amendment, all of the STA's project priorities for the SB 916 Expenditure Plan and the request for STA representation on the Bay Area Regional Rail Plan were included in the legislation passed by the State Legislature and enacted by the Governor. Assembly Member Pat Wiggins joined the bill as a co-sponsor after receiving a commitment from the author that all of the STA's project priorities would be added to the SB 916 Expenditure Plan. State Senators Wes Chesbro and Mike Machado, and Assembly Member Lois Wolk were supporters of the bill and the STA's project priorities.

#### **Discussion:**

In September of 2003, the State Legislature approved the passage of SB 916 and in October of 2003 Governor Gray Davis signed the bill into law (Chapter 715). Consistent with Chapter 715,

MTC is working with the seven affected counties and their respective CMAs to place the Regional Measure 2 (RM2) initiative on the ballot for the March 2, 2004 election. Two resolutions have been prepared for your consideration: STA Resolution 2003-17 – requests the Solano County Board of Supervisors place RM2 on the ballot for the March 2, 2004 General Election, and a sample resolution for the Solano County Board of Supervisors. The deadline for the Solano County Board of Supervisors to place RM 2 on the ballot for the March 2, 2004 election is December 5, 2003. The Board of Supervisors has only two regular meetings scheduled, November 25<sup>th</sup> and December 2<sup>nd</sup>, before the deadline date.

**Recommendation:**

Approve the following recommendations:

1. Resolution 2003-17 - Requesting the Solano County Board of Supervisors place Regional Measure 2 on the Ballot for the March 2, 2004, General Election in accordance with the enactment of SB 916 – Chapter 715
2. Authorize the STA Chair to Forward Letters of Support for the Projects included in the Regional Measure 2 Expenditure Plan for Solano County to the Solano County Board of Supervisors and the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo.
3. Forward Letters of Appreciation to Members of the Solano County’s State Legislative Delegation and to State Senator Don Perata for his Sponsorship of SB 916.

Attachments:

- A. Resolution 2003-17 - Requesting the Solano County Board of Supervisors Place Regional Measure 2 on the Ballot for the March 2, 2004 General Election
- B. Sample Resolution for the Solano County Board of Supervisors
- C. SB 916 Expenditure Plan – Capital Projects.

**RESOLUTION OF THE GOVERNING BOARD OF THE SOLANO  
TRANSPORTATION AUTHORITY ASKING THAT THE SOLANO COUNTY  
BOARD OF SUPERVISORS CALL A SPECIAL ELECTION TO BE  
CONDUCTED IN SOLANO COUNTY ON THE QUESTION OF WHETHER  
VOTERS SHALL APPROVE A \$1 BRIDGE TOLL INCREASE ON THE SEVEN  
STATE-OWNED BRIDGES IN THE SAN FRANCISCO BAY AREA WITH THE  
FUNDS TO BE USED FOR A REGIONAL TRAFFIC RELIEF PLAN, AS  
DEFINED IN SENATE BILL 916.**

**WHEREAS**, the California Legislature recently enacted SB 916 (Perata) and with the approval of the Governor, codified as Chapter 715, Statutes of 2003, to fund a Regional Traffic Relief Plan in the vicinity of bridge corridors throughout the San Francisco Bay Area.

**WHEREAS**, SB 916, at California Streets and Highways Code Section 30921 (a) requires a vote of the people to authorize a \$1 toll increase to fund the projects defined in the bill, and

**WHEREAS**, SB 916, at California Streets and Highways Code Section 30921 (b) requires that the Solano County Board of Supervisors call a special election to place this measure on the ballot and to consolidate said election with the March 2, 2004 presidential primary.

**NOW, THEREFORE, BE IT RESOLVED**, that:

The Governing Board of the Solano Transportation Authority hereby asks the Solano County Board of Supervisors to take the following steps with respect to SB 916: call a special election to be conducted on Regional Measure 2, a measure to ask the voters to (1) approve a Regional Traffic Relief Plan, and (2) to fund this plan with a \$1 toll increase on the region's seven state-owned toll bridges;

1. That Solano County consolidate this election with the March 2, 2004 presidential primary election;
2. That the Registrar of Voters of Solano County be instructed to print on the sample ballots and on the official ballots for the State of California General Election to be

held March 2, 2004 the following measure to be voted upon at said election in the following form:

REGIONAL MEASURE 2

"Shall voters authorize a Regional Traffic Relief Plan that does the following: (1) Directs revenues generated through the collection of bridge tolls to provide the following projects: (A) Expand and extend BART. (B) New transbay commuter rail crossing south of the San Francisco-Oakland Bay Bridge. (C) Comprehensive Regional Express bus network. (D) New expanded ferry service. (E) Better connections between BART, buses, ferries, and rail. (2) Approves a one dollar (\$1) toll increase effective July 1, 2004, on all toll bridges in the bay area, except the Golden Gate Bridge?";

3. That the Registrar of Voters of Solano County be instructed to include in the ballot pamphlet for the measure a detailed description of the Regional Traffic Relief Plan detailing the projects, services, and planning requirements set forth in subdivisions (c) and (d) of Section 30914 and subdivisions (d), (e), and (f) of Section 30914.5 of the California Streets and Highways Code and provided by the Metropolitan Transportation Commission;
4. That the Registrar of Voters of Solano County thereafter report the results of the special election to the Metropolitan Transportation Commission, and that if a majority of all voters voting on the question at the special election vote affirmatively, the authority shall adopt the increased toll schedule to be effective July 1, 2004; and
5. That the Registrar of Voters of Solano County be reimbursed for the incremental cost of submitting this measure to the voters of this jurisdiction from the proceeds of said tax.

Passed by the Solano Transportation Authority (STA) Board on this \_\_\_\_ day of November, 2003 by the following vote:

Ayes: \_\_\_\_\_

Nos: \_\_\_\_\_

Absent: \_\_\_\_\_

Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_

Clerk of the Board

**RESOLUTION OF THE SOLANO COUNTY BOARD OF SUPERVISORS  
CALLING FOR A SPECIAL ELECTION TO BE CONDUCTED IN SOLANO  
COUNTY ON THE QUESTION OF WHETHER VOTERS SHALL APPROVE A  
\$1 BRIDGE TOLL INCREASE ON THE SEVEN STATE-OWNED BRIDGES IN  
THE SAN FRANCISCO BAY AREA WITH THE FUNDS TO BE USED FOR A  
REGIONAL TRAFFIC RELIEF PLAN, AS DEFINED IN SENATE BILL 916.**

**WHEREAS**, the California Legislature recently enacted SB 916 (Perata) and with the approval of the Governor, codified as Chapter 715, Statutes of 2003, to fund a Regional Traffic Relief Plan in the vicinity of bridge corridors throughout the San Francisco Bay Area.

**WHEREAS**, SB 916, at California Streets and Highways Code Section 30921 (a) requires a vote of the people to authorize a \$1 toll increase to fund the projects defined in the bill, and

**WHEREAS**, SB 916, at California Streets and Highways Code Section 30921 (b) requires that the Solano County Board of Supervisors call a special election to place this measure on the ballot and to consolidate said election with the March 2, 2004 presidential primary.

**NOW, THEREFORE, BE IT RESOLVED**, that:

1. The Solano County Board of Supervisors hereby calls a special election to be conducted on Regional Measure 2, a measure to ask the voters to (1) approve a Regional Traffic Relief Plan, and (2) to fund this plan with a \$1 toll increase on the region's seven state-owned toll bridges;
2. That Solano County shall consolidate this election with the March 2, 2004 presidential primary election;
3. The Registrar of Voters of Solano County is hereby instructed to print on the sample ballots and on the official ballots for the State of California General Election to be held March 2, 2004 the following measure to be voted upon at said election in the following form:

REGIONAL MEASURE \_\_\_\_

"Shall voters authorize a Regional Traffic Relief Plan that does the following: (1) Directs revenues generated through the collection of bridge tolls to provide the following projects: (A) Expand and extend BART. (B) New transbay commuter rail crossing south of the San Francisco-Oakland Bay Bridge. (C) Comprehensive Regional Express bus network. (D) New expanded ferry service. (E) Better connections between BART, buses, ferries, and rail. (2) Approves a one dollar (\$1) toll increase effective July 1, 2004, on all toll bridges in the bay area, except the Golden Gate Bridge?";

4. That the Registrar of Voters of Solano County shall include in the ballot pamphlet for the measure a detailed description of the Regional Traffic Relief Plan detailing the projects, services, and planning requirements set forth in subdivisions (c) and (d) of Section 30914 and subdivisions (d), (e), and (f) of Section 30914.5 of the California Streets and Highways Code and provided by the Metropolitan Transportation Commission;
5. That the Registrar of Voters of Solano County shall report the results of the special election to the Metropolitan Transportation Commission, and that if a majority of all voters voting on the question at the special election vote affirmatively, the authority shall adopt the increased toll schedule to be effective July 1, 2004; and
6. That the Registrar of Voters of Solano County shall be reimbursed for the incremental cost of submitting this measure to the voters of this jurisdiction.

Done this \_\_\_\_ day of November, 2003 by the following vote:

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

*Dollars in millions*

Project Number (SB 916)	Project Title	Year	Toll Funding
1	BART/MUNI Connection @ Embarcadero & Civic Center	2005	\$3.0
2	MUNI Metro East/3rd Street (Phase 1 - IOS)	2005	\$30.0
3	MUNI Historic Streetcar Expansion (E-Line)	2005	\$10.0
4	East to West Bay Commuter Rail Service over Dumbarton Rail Bridge	2006	\$135.0
5	Vallejo Station	2006	\$28.0
6	Solano County Express Bus Intermodal Facilities	2007	\$20.0
7	Solano County Corridor Improvements near Interstate-80/ Interstate 680 Interchange	2010	\$100.0
8	Interstate-80: Eastbound High Occupancy Vehicle (HOV) Lane Extension from Route 4 to Carquinez B	2007	\$50.0
9	Richmond Parkway Park & Ride	2007	\$16.0
10	SMART Extension to Larkspur	2009	\$35.0
11	Greenbrae Interchange Improvement	2009	\$65.0
12	Direct High-Occupancy Vehicle (HOV) lane connector from Interstate 680 to the Pleasant Hill BART	2007	\$15.0
13	Rail Extension to East Contra Costa/E-BART	2011	\$96.0
14	Capitol Corridor Improvements in Interstate-80/Interstate 680 Corridor	2010	\$25.0
15	Central Contra Costa Bay Area Rapid Transit (BART) Crossover	2009	\$25.0
16	Benicia-Martinez Bridge: New Span	2005	\$50.0
17	Regional Express Bus North	2006	\$20.0
18	TransLink@	2006	\$22.0
19	Real-time transit information	2006	\$20.0
20	Safe Routes to Transit	2006	\$22.5
21	BART Tube Seismic Retrofit	2005	\$143.0
22	Transbay Terminal/Downtown Extension	5/2009 2016-2	\$150.0
23	Oakland Airport Connector	2005	\$30.0
24	AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor)	2005	\$65.0
25	Commuter Ferry Service for Alameda/Oakland/Harbor Bay	2007	\$12.0
26	Commuter Ferry Service for Berkeley/Albany	2009	\$12.0
27	Commuter Ferry Service for South San Francisco	2007	\$12.0
28	Water Transit Facility Improvements, Spare Vessels and Environmental Review	2007	\$48.0

29	Regional Express Bus for San Mateo, Dumbarton and Bay Bridge Corridors	2006	\$22.0
30	I-880 North Safety Improvements	2005	\$10.0
31	BART Warm Springs Extension	2005	\$95.0
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	2010	\$65.0
33	Regional Rail Master Plan	2006	\$6.5
34	Integrated Fare Structure Program	2006	\$1.5
35	Transit Commute Benefits Promotion	2006	\$5.0
36	Caldecott Tunnel Improvements	2005/2010	\$50.5
		<b>TOTAL</b>	<b>\$1,515.00</b>

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

*Dollars in millions*

<b>Project Number (SB 916)</b>	<b>Project Title</b>	<b>Year</b>	<b>Toll Funding</b>
5	Vallejo Station	2006	\$28.0
6	Solano County Express Bus Intermodal Facilities	2007	\$20.0
7	Solano County Corridor Improvements near Interstate-80/ Interstate 680 Interchange	2010	\$100.0
14	Capitol Corridor Improvements in Interstate-80/Interstate 680 Corridor	2010	\$25.0
17	Regional Express Bus North	2006	\$20.0
	<b>TOTAL</b>		<b>\$193.00</b>

**Operating Programs Funded Annually by MTC**

1	Golden Gate Express Bus Service	\$2.100
2	Napa Vine Service terminating at the Vallejo Intermodal Station	\$0.390
3	Regional Express Bus North Pool service the Carquinez and Benicia Bridge Corridors	\$3.400
4	Regional Express Bus South Pool service the Bay Bridge, San Mateo Bridge and Dumbarton Bridge	\$6.500
5	Dumbarton Rail	\$5.500
6	Water Transit Authority - Alameda/Oakland/Harbor Bay	\$6.400
7	Water Transit Authority - Berkeley/Albany	\$3.200
8	Water Transit Authority - South San Francisco	\$3.000
9	Vallejo Ferry	\$2.000
10	Owl Bus Service on BART Corridor	\$1.800
11	Muni Metro Third Street Light Rail Line	\$2.500
12	AC Transit Enhanced ?Bus Service on Telegraph Avenue, International Blvd, and East 14th	\$3.000
13	TransLink, three year operating program	\$20.000
14	Water Transit Authority, regional planning and operations	\$3.000
	<b>TOTAL</b>	<b>\$62.790</b>



Date: November 3, 2003  
To: STA Board  
From: Dan Christians, Assistant Executive Director/ Director of Planning  
RE: Appoint STA Alternate to the Capitol Corridor Joint Powers Board (CCJPB)

**Background:**

The Capitol Corridor Joint Powers Board (CCJPB) is a Joint Powers Authority made up of 16 members including two members and an alternate appointed by the Solano Transportation Authority. The board meets five to six times a year and provides the policy direction for the 7-county Capitol Corridor intercity passenger train service.

**Discussion:**

Jim Spering and Rischa Slade serve as STA's two members to the CCJPB. Pierre Bidou has been the STA alternate on the Capitol Corridor Board, but will be leaving the Board in early December.

Mayor Mary Ann Courville has expressed an interest in serving as the CCJPB Alternate Member. The Board should appoint a new alternate effective December 2003.

**Recommendation:**

Appoint a new alternate to the Capitol Corridor Joint Powers Board.



Date: October 31, 2003  
TO: STA Board of Directors  
FROM: Mike Duncan, Director for Projects  
RE: Cordelia Truck Scales Relocation Study - Update

**Background:**

The Cordelia Truck Scales Relocation Study was conducted as part of the preparation of the Environmental Documents and Project Report for the I-80/I-680/SR12 Interchange. The goal of the study is to identify the “best” location, or locations, for truck scales in Solano County based upon the technical factors used in the study. Korve Engineering, as a sub consultant to MTCo/Nolte Joint Venture, and Nolte Engineering conducted the Cordelia Truck Scales Relocation Study.

Three potential options were identified and evaluated for the locations of truck scales in Solano County. These options are (also see attachments):

- Option 1 – Relocate the scales within the I-80/I-680/SR12 Interchange area
- Option 2 – Locate a set of scales on I-80 between Fairfield and Vacaville and locate a set of scales on SR 12 between Suisun City and SR 113
- Option 3 - Locate a set of scales on I-80 between Vacaville and Dixon, locate a set of scales on SR 12 between Suisun City and SR 113, and locate a set of scales on I-505 between Vacaville and the county line.

The results of the draft study and the conclusions based on the technical evaluation were presented to the TAC on September 24, 2003. The TAC unanimously recommended to the STA Board to support Option 3 as the preferred option for the locations of truck scales in Solano County.

The results and conclusions from the study were also presented to the Arterials, Highways and Freeways Committee of the STA Board on October 1, 2003. The Committee voted 3-1 (Board Alternate Woodruff voting No) to recommend to the STA Board to support Option 3 as the preferred option for the locations of truck scales in Solano County. The Committee and the TAC also recommended that briefings be scheduled with members of the County Board of Supervisors and other affected agencies.

**Discussion:**

The results and conclusions of the Draft Cordelia Truck Scales Relocation Study were presented to the STA Board of Directors on October 8, 2003. Several members of the Board expressed concerns that adopting a recommendation to support Option 3 would be premature without more public outreach. Additionally, Board members and members of the public expressed concern

regarding the proposed locations for truck scales on SR 12, particularly the location at Olsen Road due to existing safety problems on this segment of the highway.

At the request of Board Member Coglianesse, the Board tabled action on the recommendation to support Option 3. However, in order to continue to move forward with the Cordelia Truck Scales Relocation Study and to encourage public input, the STA Board of Directors unanimously approved the following motion:

1. Release the Draft Report for comments.
2. Include in the Draft Report the Recommendation from the STA Arterials, Highways and Freeways Committee that Option 3 of the Truck Scales Relocation Study is the preferred Option for the locations of Truck Scales in Solano County.
3. Schedule Public Input meetings with agencies and interest groups, including consultant participation to answer specific technical questions.
4. Prepare a timeline for the decision making process regarding the Truck Scales Relocation Study and subsequent actions required.
5. Record and provide a staff response to all issues raised at the public input meetings or comments received through other channels (e.g., website).
6. Update the Board in November.

In addition to the items addressed in the Board action, other significant items were identified during the Board meeting for staff action. These items included the following:

1. Schedule a meeting of the STA Arterials, Highways and Freeways Committee to review the information received during the public input meetings.
2. Evaluate the potential for moving the proposed location of the SR 12 eastbound scales closer to Branscome Road. Meet with BCDC staff to discuss the Suisun Marsh Protection Act and the extent of the jurisdiction of the Act.
3. Determine how Solano County would request restrictions on SR 12 for certain types of trucks or weight limits for trucks.
4. Reevaluate both the current and future truck traffic projections.
5. Develop a conceptual plan and cost estimate for SR 12 improvements to support locating truck scales, particularly in the area of Olsen Road if that location remains a preferred site. Include SR 12/SR 113 improvements if scales are located in this area.
6. Evaluate "bypass" options of relocated scales and locate the potential bypass routes on a Solano County map.

STA staff are currently addressing the items in the Board action and the other items identified at the Board meeting. STA has scheduled several meetings in order to facilitate public input and to provide affected agencies and interest groups with detailed information. The following meetings have occurred or are currently scheduled:

- Highway 12 Association – October 16, 2003
- Supervisor Forney – October 22, 2003
- Dixon City Council - October 28, 2003
- Caltrans District 4 Director Bijon Sartipi – November 3, 2003
- Vacaville City Council – November 11, 2003
- Rio Vista City Council Schedule – November 20, 2003

Additional meetings will be scheduled with other agencies (e.g., California Highway Patrol, Caltrans Headquarters, City Councils) or interest groups affected by the study.

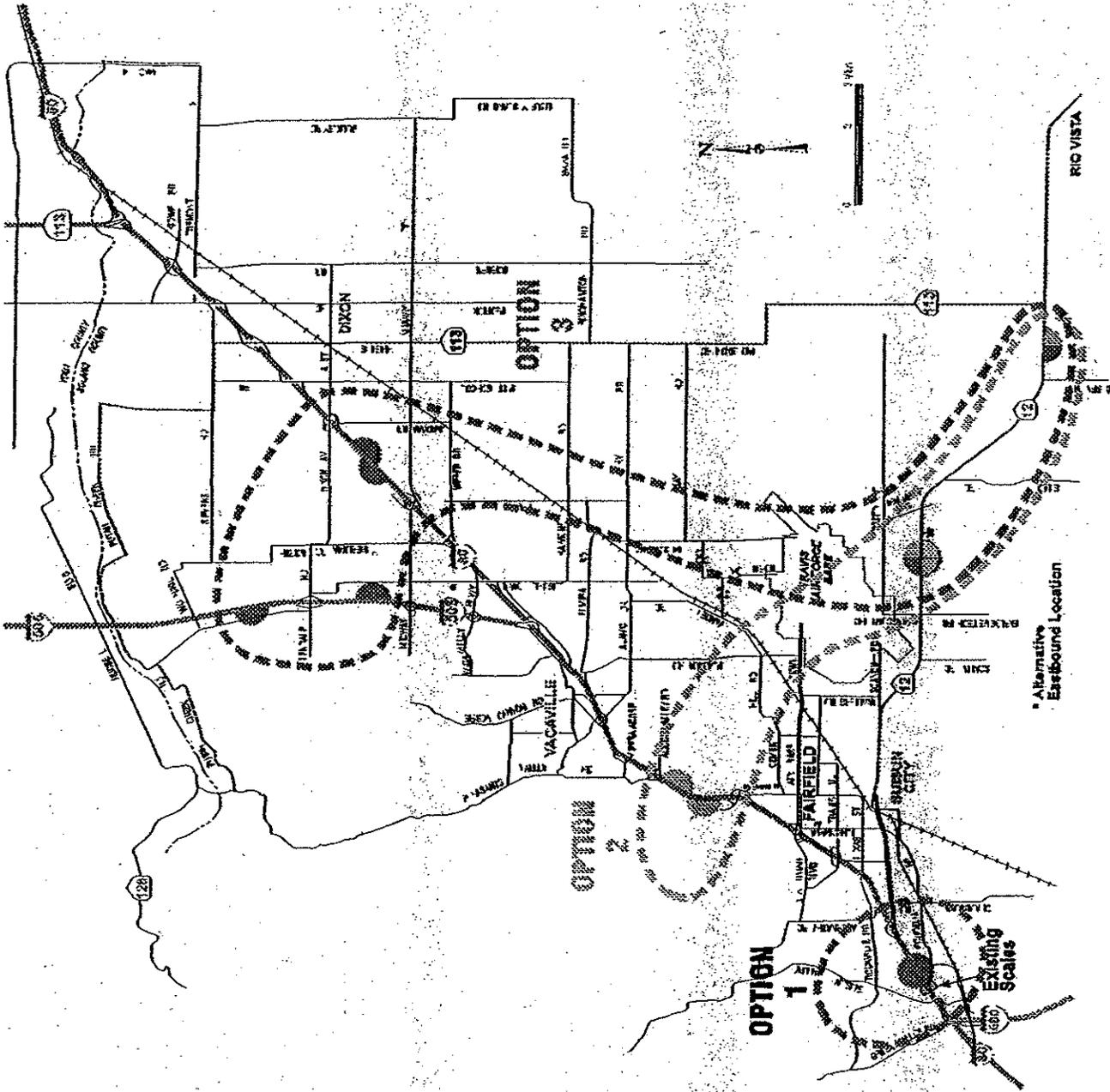
The Arterials, Highways and Freeways Committee is scheduled to meet on November 5, 2003 to receive an update on the study and to discuss the public input process and the schedule for completing the Truck Scales Study.

**Recommendation:**

Informational.

Attachments

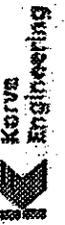
- A. Location of Options
- B. Cost Estimates for Options



CORDULIA TRUCK SCALES ALLOCATION STUDY

# OPTIONS AND SITE LOCATION MAP

10737  
10 JANUARY 2004



**Table 14: Evaluation Summary Table by Option**

Option / Facility Location	Capital Cost (\$M) <sup>1</sup>	35-yr O&M Cost (\$M) <sup>1</sup>	Total Option Cost (\$M) <sup>1</sup>	Right-of-Way Requirements (Acre)	Environmental Considerations Ranking	Traffic Operations Ranking
WB I-80 at Cordelia	145	167		46	+	-
EB I-80 at Cordelia	270		\$582	86		
<i>Subtotal</i>	<i>\$415</i>	<i>\$167</i>		<i>132</i>		
WB I-80 at Lagoon Valley	64	130		60	0	0
EB I-80 at Lagoon Valley	114			69		
WB SR 12 at Branscome	25	77	\$437	30		
EB SR 12 at Olsen	27			34		
<i>Subtotal</i>	<i>\$230</i>	<i>\$207</i>		<i>193</i>		
WB I-80 at Midway-Dixon	38	125		32	0	+
EB I-80 at Midway-Dixon	36			34		
NB I-505 at Midway-Allendale	25	77		24		
SB I-505 at Allendale-Wolfskill	27		\$457	30		
WB SR 12 at Branscome	25	77		30		
EB SR 12 at Olsen	27			34		
<i>Subtotal</i>	<i>\$178</i>	<i>\$279</i>		<i>184</i>		



Date: November 3, 2003  
To: STA Board  
From: Dan Christians, Assistant Executive Director/ Director of Planning  
RE: Solano Comprehensive Transportation Plan (CTP) and Needs Assessments

**Background:**

The update of the Solano Comprehensive Transportation Plan 2030 (CTP) and the new Regional Transportation Plan 2030 (being called T-2030) continue to move forward on a fast track. The CTP consultant has initially been working on the update to the Countywide Bicycle Plan and the new Transportation for Livable Communities Plan. Once the three elements are completed, staff and consultants will prepare the draft overall CTP update.

All eight of the City Council and Board of Supervisors CTP/ T-2030 presentations have now been made. Some additional CTP/T-2030 presentations are scheduled to occur in November and December.

**Discussion:**

*Needs Assessments*

Member agencies were requested to submit their updated CTP Needs Assessment by October 15, 2003. To date, the following revised needs assessments (Attachment A) have been received:

- City of Benicia
- City of Dixon
- City of Fairfield
- City of Vacaville
- City of Vallejo
- Solano County

If updated needs assessments are not received from the other member jurisdictions, staff and consultants will continue to use the needs assessments contained in the 2002 CTP.

*Additional CTP/RTP Presentations*

During November, STA staff is arranging to provide CTP/T-2030 presentations to various chambers of commerce, senior centers (in conjunction with the Draft Plan being developed for the Senior and Disabled Transit Study), community groups and at a special T-2030 Forum hosted by the League of Women Voters.

*CTP Subcommittee Schedule*

Each of the STA Subcommittees have met and will each be meeting two or three times through the end of 2003 and early 2004 as noted:

Transit Subcommittee:	November 24, 2003, 9:00 a.m. January-February 2004 - TBD
Arterials, Highways and Freeways:	November 5, 2003, 5:30 p.m. January-February 2004 – TBD
Alternative Modes:	December 5 or 12, 2003, 1:30 p.m. January-February 2004 – TBD

*Transportation for Livable Communities (TLC) Plan*

Based on the request from the Alternative Modes Subcommittee, the STA has received 16 new or revised Candidate TLC projects. These projects will now be incorporated into the Draft TLC Plan expected to be reviewed at the next the Alternative Modes Subcommittee.

*Countywide Bicycle Plan*

On November 5, 2003, the Solano Bicycle Advisory Committee will review the draft Countywide Bicycle Plan Update. Robert Guerrero, Associate Planner, is working with the BAC to develop this draft plan for a recommendation by the BAC and STA TAC during December and to the STA Board in January or February 2004. The updated bicycle plan and the list of 5-year priority bicycle projects will be incorporated into the CTP Alternative Modes Element.

*Remaining Elements of CTP*

The rest of the CTP elements (i.e. Arterials, Highways and Freeways Element and Transit and Alternative Modes Element) and the new and updated cost estimates for the entire plan will be updated once the I-80/680/780 Corridor and Transit Corridor Studies, and Senior and Disabled Transit Study are completed by December. The 2004 CTP update will then be developed during December 2003 –February 2004 for review by each of the three CTP subcommittees in January-February, the TAC and Transit Consortium in February-March 2004 and the STA Board in March-April, 2004.

**Recommendation:**

Informational.

Attachment: A. 2003 Revised Needs Assessments submitted by STA Member Agencies

Benicia  
 Solano County Comprehensive Transportation Plan  
 2003 Needs Assessment  
 (Projects listed under each subheading are not necessarily in priority order)

Regional and Countywide Projects

- Improve I-80/I-680 interchange
- Construct Benicia Train Station
- Enhance ferry Services
- Provide more express buses
- Provide more rail
- Provide more ferries
- HOV system throughout entire county

Arterials and Local Roads

- Construct various overlay and reconstruction projects
- Enhance 1<sup>st</sup> St area (provide streetscaping, new sidewalks, and enhanced parking)
- Widen and extend Industrial Way to 4 lanes
- Widen East Second from Industrial to Lake Herman Road
- Construct connector road for East Second/ Park Road
- Widen I-680 from Benicia Bridge to I-80
- Construct HOV System on I-80 and I-680
- Improve I-680/Lake Herman Road Interchange

Transit Systems

- Improve or replace bus shelters
- Construct Transfer facilities
- Improve schedules
- More joint bus operations
- Increased Marketing
- Increase service and routes
- Construct Benicia Multi-Modal Rail Station
- Ferry Service (added in the Final CTP)

Bike Routes and Pedestrian Paths

- Construct signage and route striping
- Construct general plan bike and pedestrian facilities
- Construct bike/ pedestrian bridge on State Park Road (State Park Road Bike/Pedestrian Bridge)
- Construct Bike Path project on Park Road (Adams to Elm)
- Construct Benicia-Martinez Bridge bike path

Ridesharing and Park and Ride Lots

- Construct Park and Ride lots at (1) Columbus/ Rose Dr. area at I-780
- Lake Herman at I-680 area (near future train station)

### TLC, Alternative Modes and Quality of Life Issues

- Construct/enhance Downtown parking to encourage increased pedestrian activity and transit use
- Create traffic calming measures
- Construct First St. Streetscaping
- Support County-wide transportation sales tax to supplement state/ federal funds

**City of Dixon**  
**2003 Transportation Needs**  
*not in priority order*

Regional and Countywide Projects

- Conduct Major Infrastructure Study (MIS) of SR 113 to address issues such as truck traffic, safety improvements, and capacity needs.
- Work with Caltrans to improve maintenance of SR 113 (reconstruction of the segment from H Street to south City Limits).
- Improve I-80 Interchanges (West A, Pitt School, SR 113, Pedrick)
- Widen I-80 from Vacaville (Leisure Town Road) through Dixon (Kidwell)
- Provide additional intercity/express bus service
- Provide additional rail stations and service
- Construct additional intercity bike routes (Dixon to Vacaville)
- Improve mass transit system regionally including BART
- Investigate countywide dial-a-ride system

Arterial and Local Roads

- Construct Parkway Boulevard Overcrossing
- Local Road Maintenance Program (pursue grant funding opportunities and implement per pavement management program)
- Pitt School Road (Stratford to H Street) safety improvements

Transit System

- Eventual transition to a local fixed route system
- Increase rolling stock and personnel to keep up with demand
- Construct railroad station (Downtown Multi-modal Transportation Center)

Bike Routes and Pedestrian Paths

- Periodically review and update City Bikeway Plan

Ridesharing/Park and Ride Lots

- Multi-modal Transportation Center
- Improve downtown parking

TLC, Alternative Modes and Quality of Life Issues

- continue streetscape program downtown and on new arterial streets
- continue partnering with Vacaville on alternative fuel vehicles
- pursue General Plan policies for more transit, bicycle, and pedestrian friendly communities



# CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER  
2000 CADENASSO DRIVE  
FAIRFIELD, CA 94533

707.428.7635  
FAX 707.426.3298

Home of  
Travis Air Force Base

### COUNCIL

Mayor  
Karin Mar-Milan  
707.428.7395

Vice Mayor  
Harry I. Price  
707.429.6298

Councilmembers  
707.429.6298

Jack Batson

John English

Marilyn Finley

...

City Manager  
Kevin O'Rourke  
707.428.7400

...

City Attorney  
Greg Stepanich  
707.428.7419

...

City Clerk  
Gina Merrell  
707.428.7384

...

City Treasurer  
Oscar G. Reynolds, Jr.  
707.428.7497

### DEPARTMENTS

Community Services  
707.428.7465

...

Finance  
707.428.7496

...

Fire  
707.428.7375

...

Human Resources  
707.428.7394

...

Planning &  
Development  
707.428.7461

...

Police  
707.428.7551

...

Public Works  
707.428.7485

Department of Public Works

October 10, 2003

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

Subject: City of Fairfield's Needs Assessment List

Dear Mr. Halls:

Attached is a copy of the City of Fairfield's Needs Assessment List, dated 2003, that was approved by our City Council on October 7, 2003. This list is being submitted as our City's input into the update of the Comprehensive Transportation Plan (CMP) for our county.

The CMP is being prepared by your agency and will serve as our county's input into the MTC's update of the Regional Transportation Plan (RTP). The RTP is a 25-year horizon plan, being referred to as "Transportation 2030".

Please call me at 428-7632 if you have any questions.

Sincerely,

Morris L. Barr  
Deputy City Manager

**ATTACHMENT "A"****CITY OF FAIRFIELD****SOLANO COUNTY COMPREHENSIVE TRANSPORTATION PLAN  
NEEDS ASSESSMENT LIST  
2003**

(Projects listed under each subheading are not necessarily in priority order)

**Regional and Countywide Projects**

- Construct I-80/I680 Interchange
- Construct North Connector
- Construct I-80 HOV lanes between I-680 and Cherry Glen Road (Phase 1)
- Construct remaining portions of I-80/I-680 HOV lanes from I-680 to I-505 (Phase 2)
- Construct the improvement of the I-80/Green Valley Road overcrossing
- Construct the improvement of the I-80/Suisun Valley Road overcrossing
- Provide funds for capital and operations of Express buses
- Provide Increased Capitol Corridor Train Service
- Relocate I-80 truck scales
- Improve Hwy 12 West from I-80 to Hwy 29
- Acquire Jamieson Canyon Railroad right of way (part of North Bay Hwy Corridor)
- Construction Auxiliary Lanes on I-80 from Travis Blvd. To Air Base Parkway
- Improve SR 12 East from I-80 to Rio Vista
- Construct Jepson Parkway
- Construct Peabody Road Bridge overcrossing at Union Pacific Railroad
- Improve and reopen McGary Road, if feasible
- Provide regional funding for maintenance and operation of transportation centers, intermodal rail stations, and park and ride lots

**Arterials and Local Roads**

- Interconnect traffic signals
- Provide City Gateways
- Improve Manual Campos from I-80 to Peabody Road (includes I-80/N. Texas St. Interchange)
- Construct 6 lanes on Air Base Parkway at the intersections
- Construct SR12 and Red Top Road/Business Center Drive interchange
- Improve I-80/Red Top Road interchange
- Construct SR12 and Pennsylvania Avenue interchange
- Construct SR12 and Beck interchange
- Construct I-680 and Red Top Road interchange
- Widen Dover Avenue at Air Base Parkway
- Extend Walters Road to Cement Hill Road
- Widen E. Tabor from Dover Avenue to Walters Road

- Widen Union Avenue at the "Ditch"
- Improve N. Texas/Travis Boulevard intersection
- Widen Peabody Road from Air Base Parkway to City Limit and relocate Markeley Lane intersection
- Widen Cement Hill Road from Clay Bank Road to Walters Road
- Widen Suisun Valley Road

### Transit Systems

- Install Global Positioning System (GPS) for commuters
- Provide ADA access at bus stops and other miscellaneous passenger facilities (i.e., passenger shelters)
- Expand local and express buses
- Provide change of mode facilities (e.g. Park and Ride lots)
- Construct Intermodal/Railroad Station
- Construct N. Texas bus transfer facility
- Expand Fairfield Transportation Center with an Additional Parking Structure
- Acquire Land/Develop Transit Operations Center

### Bike Routes and Pedestrian Paths

- Extend Linear Park from Pennsylvania Avenue to Peabody Road
- Improve McGary Road bike path, if feasible
- Jepson Parkway bike path
- Laurel and Ledgewood Creek bike paths

### Ridesharing and Park and Ride Lots

- Complete development of the Red Top Road Park and Ride lot at I-80
- Acquire and develop park and ride lot at I-680/Industrial Way
- Acquire and develop I-680 Gold Hill park and ride lot

### TLC, Alternative Modes and Quality of Life Issues

- Provide more linkages to alternative modes of transit
- Provide additional pedestrian amenities in downtown area (i.e. West Texas Street and Union Avenue)
- Support City gateway projects
- Provide work-live units in and near the downtown area and near transportation services
- Provide parking and pedestrian improvements in and near the downtown area and near transportation services

**CITY OF VACAVILLE**  
**SOLANO COUNTY COMPREHENSIVE TRANSPORTATION PLAN**  
**NEEDS ASSESSMENT LIST**

**Approved by City Council on October 14, 2003**

Regional and Countywide Projects

- Construct California Drive ext. and I-80 Overcrossing
- Construct I-505 Weave Correction
- Construct Nut Tree Overcrossing
- Construct Cherry Glen Interchange
- Construct Pena Adobe Overcrossing
- Construct I-505/Vaca Valley Interchange
- Provide Commuter Service to Sacramento
- Provide New Regional Highway Network
- Construct HOV Lanes on I-80
- Construct Additional Lanes on I-80
- Provide Express Bus and Rail Services
- Construct Leisure Town Road Overcrossing
- Improve I-505/Vaca Valley Parkway Interchange
- Construct Jepson Parkway
- Provide Regional Funding for Maintenance and Operation of Transportation Centers, Intermodal Rail Stations, and Park and Ride Lots

Arterials and Local Roads

- Widen Browns Valley Road to 4 Lanes
- Widen and Extend Allison Drive
- Widen and Extend Vaca Valley Parkway to Gibson Canyon Road
- Widen Elmira Road to 6 Lanes
- Extend Orange Drive to Meridian Road
- Landscape Freeway Interchanges
- Stripe Class II Bike Lanes
- Interconnect All Traffic Signals

Transit Systems

- Provide Joint Operations of Inter-city and Regional Routes
- Time Transfer Station (near Ulatis Center)
- Acquire Additional Transit Vehicles and Commuter Buses
- Improve Security (surveillance cameras, etc.)
- Provide More Bus Routes where Economically Feasible
- Construct Bus Terminal and Transfer Center (Downtown)

### Bike Routes and Pedestrian Paths

- Construct Bike Route Projects: Ulatis Creek, Alamo Creek, and Centennial Park
- Provide Signage and Route Striping
- Provide Landscaping Along Bike Routes and Pedestrian Paths

### Ridesharing and Park and Ride Lots

- Construct Park and Ride Lots where Feasible (along freeway and Downtown area)

### TLC, Alternative Modes and Quality of Life Issues

- Provide high density housing and pedestrian improvements near transportation services (i.e., Downtown area along Creek Walk)
- Continue to promote and provide opportunities for residents in Vacaville and Dixon to lease electric and compressed natural gas (CNG) vehicles at discounts with grant funding
- Replace City fleet vehicles, where appropriate, with CNG vehicles or electric vehicles
- Support City Gateway Projects
- Provide parking and pedestrian improvements in and near the Downtown area and near Transportation Centers



SEP 18 2003

## CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS

Engineering Division

555 SANTA CLARA STREET • P.O. BOX 3068 • VALLEJO • CALIFORNIA • 94590-5934 • (707) 648-4315  
FAX (707) 648-4691

September 15, 2003

Mr. Dan Christians  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**SUBJECT: Solano Comprehensive Transportation Plan  
Updated Needs Assessment**

Dear Dan:

In response to your request, I have worked with my staff to develop a list based on our current assessment of the anticipated future needs for transportation planning. Enclosed please find the data for the City of Vallejo for updating the Comprehensive Transportation Plan (CTP). We are transmitting this data and letter to you by US Mail and email to meet your September 15 target. Information for Transportation Planning may be sent under separate cover.

I hope this material meets your needs and those of MTC as you move forward to try and secure additional funding for the care of our transportation needs. As you will recall, Vallejo is one of the older cities in the San Francisco Bay area and thus our streets and roads are costly to maintain. If I can be of further assistance to you, I can be reached at 707.648-4315 or by email to [akaba@ci.vallejo.ca.us](mailto:akaba@ci.vallejo.ca.us).

Sincerely,

Mark K. Akaba  
Public Works Director

MKA:SLS/sls

H:\ENGLADMIN\Solano Transpo. Auth. & MTC Folder\2003\ltr to STA w needs assessment 9 15 03.doc

Enclosure: Vallejo "needs" list

cc: Suzanne L. Schweitzer, Admin. Analyst II  
Pam Belchamber, Transportation Supt.  
Mike Setty, Carquinez Consulting  
James Gajkowski, Streets  
Taner Aksu, Senior Civil Engineer

PW Chron.  
John Harris, Administrative Analyst II  
Mike Feenan, Maintenance Supt.  
Royce Cunningham, Senior Civil Eng.

**SOLANO COMPREHENSIVE TRANSPORTATION PLAN - UPDATED NEEDS ASSESSMENT**

City of Vallejo

September 15, 2003

Project Name	CATEGORY					
	Regional & Countywide	Arterials & Local Roads	Transit Systems	Bike Routes & Pedestrian Paths	Ridesharing & Park & Ride Lots	TLC, Alternative Modes & Quality of Life Issues
<b>Admiral Callaghan Lane</b>						
Frontage Road Imp's: Redwood to Fleming		X				
Widen from Turner Pkwy to Rotary Way; & new signal		X		X		
Widen between Columbus Pkwy & Auto Club Way		X		X		
Improve Intersection & Add Signal @ I-80 EB on/off ramps	X					
I-80 EB On/Off ramps @ Redwood St. W	X					
<b>American Canyon Overpass</b>	X			X		
<b>Broadway</b>						
Add Left turn lane on Broadway @ Sereno Drive & Right Turn Lane on Sereno for Both Approaches; modify Traffic Signal		X				
Widen from Hwy 37 to Mini Drive	X			X		
Right Turn Lanes on Nebraska @ Broadway; extend existing turn lanes on Broadway; modify traffic signal		X				
<b>Columbus Parkway</b>						
Widen between I-80 & Admiral Callaghan	X					
Widen between Ascot & St. Johns Mine Road (includes new signal @ Ascot)	X			X		
Widen between St. Johns Mine Road & Blue Rock Springs Road	X			X		
Columbus Pkwy Widening: Springs-Benicia	X			X		
Widen Between Ascot Pkwy & Springs Road	X			X		
Signalized Improvements @ Benicia Road	X					
Traffic Signal @ Springs & Columbus Pkwy	X					
Signalized Improvements @ Tennessee Street	X					
New Signal @ Golf Course Entrance	X					
Park & Ride Lot in vicinity of Columbus Pkwy	X				X	
<b>Fairgrounds Drive @ Marine World (Widen between 6 Flags Entrance &amp; Redwood; includes I-80 on/off ramps @ Valle Vista)</b>	X					
<b>I-80 Corridor</b>						
Widen Humboldt St EB offramp; provide right turn Lane to Humboldt	X					
Spot Improvement	X					
New Crossing @ Turner	X			X		
<b>Railroad Crossing Improvements</b>						
citywide		X				
Georgia & Tennessee Streets		X				
<b>Sacramento Street between Redwood &amp; Hwy 37</b>		X				
<b>Solano Avenue</b>						
Widening between Georgia & Curtola		X		X		
Intersection Spot Improvements @ Curtola Pkwy		X				
<b>Sonoma Blvd (add signal by Maritime Academy)</b>	X					
<b>Tennessee Street</b>						
Add right turn lane on Adm. Cail Ln @ Humboldt St.; extend existing left turn lane on Tennessee St for EB approach to intersection		X				
Add left turn lanes on all approaches @ Mariposa; modify traffic signal		X				
<b>Traffic Signal Installations</b>						
Intersection of Nebraska St. & Amador St.		X				
Intersection of Corcoran St. & Mini Dr		X				
Intersection of Valle Vista Ave. & Tuolumne St		X				
Intersection of Benicia St and Maple St.		X				
Intersection of Solano Avenue & Tuolumne St.		X				
Intersection of Tennessee & Rollingwood		X				

Project Name	Regional & Countywide	Arterials & Local Roads	Transit Systems	Bike Routes & Pedestrian Paths	Ridesharing & Park & Ride Lots	TLC, Alternative Modes & Quality of Life Issues
Traffic Signal @ Rollingwood & Vista Md. Sch.		X				
<b>Wilson Avenue</b>						
Expansion - Phase II	X	X		X		
Add traffic signals & EB ramps @ Hwy 37	X	X				
<b>Mare Island</b>						
"G" St & RR Ave. Imp's - multi year total						
Causeway Bridge/Roadway Approach		X				
Arterials - Phase I				X		
Arterials - Phase II				X		
Bus Service - Phase I						
Bus Service - Phase II						
Hwy 37 Interchange @ Mare Island				X		
Mare Island Causeway ("G" Street) Railroad Crossing Improvements				X		
Mare Island Bike/Pedestrian Paths				X		
Mare Island historic district improvements		X				
<b>Downtown Pedestrian Friendly Improvements</b>						X
Vallejo Station (intermodal parking structure & bus transfer center)	X				X	
<b>Waterfront Plan Improvements</b>						X
Capitol St. Extension		X				
Mare Island Way Improvements (Phase 2)	X			X		
2A - Extend WB I-80 HOV from east of Carquinez Bridge to Maritime Academy on-ramp	X		X			
2B - Install EB I-80 Signage for SR 29 West of Toll Plaza	X					
4 - Expand/Relocate/Improve Lemon & Curtola Park & Ride Lot	X		X		X	
12 - EB I-80 Aux Lane - Redwood to SR 37 with 2 lane off ramp	X					
15B - Glen Cove/I-780 Park and Ride Lot	X		X		X	
20A - EB I-80 Aux Lane - Benicia Rd to Georgia St	X					
20B - WB I-80 Aux Lane - Georgia St to Benicia Rd	X					
21A - I-80 WB Aux Lane - Redwood to Tennessee	X					
21B - I-80 EB Aux Lane - Tennessee to Redwood	X					
Construct I-80 Interchanges & safety imp's between Carquinez Bridge & Rte 37, including the I-80/I-780	X					
Complete Hwy 37 through North Vallejo	X					
Construct HOV lane on new Carquinez Bridge	X					
Construct HOV approach to new Carquinez Bridge	X					
Improve landscape along I-80, Rte. 37 & Rte. 29	X					
Construct safety improvements through Vallejo, including interchange & ramp re-alignments & other related upgrades	X					
Set Aside funding for pavement overlays and other ongoing roadway maintenance	X	X				
Improve pavement maintenance throughout the City	X	X				
Vallejo Bay/Ridge Trail				X		

# City of Vallejo Transportation Program

## Transit Capital Program, FY 2004-2030

Revised October 2003

### SUMMARY TABLES

<b>Table ES-4. Transit Fleet Capital Plan</b>							
	YEAR	Funding Status	Estimated Project Cost FY 03 \$\$	Prior Yr Funding	Source	New Funding Request	Preferred Sources
<b>FERRY FLEET - REPLACE/REHAB</b>							
2 Midlife Vessel Repowering/Refurbishments (2009)	2009	Unfunded	\$9,000,000	\$0	n/a	\$9,000,000	FTA5309, NTBR
Replace 2 Ferry Vessels+Spare (2022)	2022	Unfunded	\$33,750,000	\$0	n/a	\$33,750,000	FTA5309
Replace 1 2004 Ferry Vessel (2029)	2029	Unfunded	\$11,250,000	\$0	n/a	\$11,250,000	FTA5309
<b>SUBTOTAL</b>			<b>\$54,000,000</b>	<b>\$0</b>		<b>\$54,000,000</b>	
<b>BUS &amp; COACH FLEET - REPLACE/REHAB</b>							
Repower 19 1995 Gillig Coaches (emissions) (2003/04)	03/04	Partial	\$1,615,000	\$746,000	FTA5307	\$869,000	VL5307, NTBR
Replace 3 1987 Refurbished MCI Coaches (2007, 2023)	07&23	Unfunded	\$2,580,000	\$0	n/a	\$2,580,000	SFO5307, NTBR
Replace 19 1995 Gillig Coaches (2010, 2022)	10&22	Unfunded	\$12,350,000	\$0	n/a	\$12,350,000	VL5307, NTBR
Replace 8 2001 Orion V Coaches (2013, 2025)	13&25	Unfunded	\$5,200,000	\$0	n/a	\$5,200,000	VL5307, NTBR
Replace 35 2001/02 MCI Coaches	2018	Unfunded	\$15,050,000	\$0	n/a	\$15,050,000	SFO5307, NTBR
<b>SUBTOTAL</b>			<b>\$36,795,000</b>	<b>\$746,000</b>		<b>\$33,049</b>	
<b>PARATRANSIT FLEET - REPLACE/REHAB</b>							
Replace 3 1995 Paratransit Vans (2005, 2012, 2019, 2026)	2005/29	Unfunded	\$800,000	\$0	n/a	\$800,000	VL5307, NTBR
Replace 9 2002 Paratransit Vans (2009, 2016, 2023)	09,16,23	Unfunded	\$1,800,000	\$0	n/a	\$1,800,000	VL5307, NTBR
<b>SUBTOTAL</b>			<b>\$2,600,000</b>	<b>\$0</b>		<b>\$2,600,000</b>	
<b>Grand Total, Fleet Capital Program</b>			<b>\$93,395,000</b>	<b>\$746,000</b>		<b>\$92,649,000</b>	
NTBR: Net Toll Bridge Revenues (local match to federal) VL5307: FTA 5307 funds from Vallejo/Benicia urbanized area (UZA) SFO5307: FTA 5307 from San Francisco-Oakland UZA							

### Table ES-5. Transit Fixed Facilities Capital Plan

	YEAR*	Funding Status	Estimated Project Cost	Prior Yr Funding	Source(s)	New Funding Request	Preferred Sources
<b>RAILROAD FACILITIES</b>							
Ferry Fixed Guideway Connectors (2004)	2004	Partial	\$2,500,000	\$1,793,200	5307/09, STIP, P116	\$706,800	FTA5309, NTBR
Construct Ferry Fueling Facilities (2004)	2004	MTC Comm	\$2,000,000	\$0	n/a	\$1,500,000	FTA5309, NTBR
Maint. Dredging (2003, 2008, 2013, 2018, 2023)	2003	Partial	\$3,000,000	\$0	FTA5307, NTBR	\$2,500,000	FTA5309, NTBR
Security Upgrades	2004	Funded	\$500,000	\$500,000	Homeland Security	\$0	n/a
"Vallejo Station" (2005-2007)	2005	Partial	\$48,400,000	\$14,500,000	STIP, City, 1064 FBD	\$33,900,000	\$3 BT, Fed EM, SolTax
<b>SUBTOTAL</b>			<b>\$56,400,000</b>	<b>\$16,793,200</b>		<b>\$39,606,800</b>	
<b>BUS SUPPORT FACILITIES</b>							
Bus Support Base - Urgent Repairs (2004)	2004	Partial	\$3,000,000	\$817,918	STP/CMAQ, NTBR	\$2,182,082	SFO5307, NTBR
Bus Support Base - Correct Deficiencies (2004)	2004	Unfunded	\$2,400,000	\$0	n/a	\$2,400,000	SFO5307, NTBR
Replace Bus Tools & Equipment (2004, 2019)	04 & 19	Unfunded	\$1,000,000	\$0	n/a	\$1,000,000	SFO5307, NTBR
Rehab Bus Support Base (2019)	2019	Unfunded	\$2,000,000	\$0	n/a	\$2,000,000	SFO5307, NTBR
Upgrade GFI Farebox/Transfer System (2004)	2005	Unfunded	\$500,000	\$0	n/a	\$500,000	SFO5307, NTBR
Management Information System (MIS) (2005)	2005	Unfunded	\$1,000,000	\$0	n/a	\$1,000,000	SFO5307, NTBR
Bus Offstreet Transit Center (2004)	2004	Unfunded	\$2,500,000	\$0	n/a	\$2,500,000	##
Transit Office Building (2006)	2006	Unfunded	\$1,500,000	\$0	n/a	\$1,500,000	##
<b>SUBTOTAL</b>			<b>\$13,900,000</b>	<b>\$817,918</b>		<b>\$13,082,082</b>	
<b>PARATRANSIT SUPPORT FACILITIES</b>							
Paratransit Support Base - Right of Way	2005	Unfunded	\$1,200,000	\$0	n/a	\$1,200,000	FTA5307, NTBR
Paratransit Support Base - Construct	2006	Unfunded	\$2,400,000	\$0	n/a	\$2,400,000	FTA5307, NTBR
Equip Paratransit Tools & Equipment (2005, 2020)	06 & 21	Unfunded	\$800,000	\$0	n/a	\$800,000	FTA5307, NTBR
Rehab Paratransit Support Base (2021)	2021	Unfunded	\$500,000	\$0	n/a	\$500,000	FTA5309, NTBR
<b>SUBTOTAL</b>			<b>\$4,900,000</b>	<b>\$0</b>		<b>\$4,900,000</b>	
<b>Grand Total, Fixed Facilities Capital Prog</b>			<b>\$75,200,000</b>	<b>\$17,611,118</b>		<b>\$57,588,882</b>	

\* When more than one date is indicated, additional are replacement years    ## All potential funding sources except VL5307

**VL5307:** Vallejo-Benicia UZA FTA5307 funds

**SFO5307:** San Francisco-Oakland UZA FTA5307 funds

**NTBR:** Net Toll Bridge Revenues (local match to federal)

**1064 FBD:** FHWA Section 1064 Ferryboat Discretionary Program

**STIP:** State Transportation Improvement Program

**Fed EM:** Earmark in Federal Transportation Reauthorization Act, 2003

**Nor Gr BT 2%:** Northern Bridge Group Tolls 2% Fund

**City:** See funding discussion in Chapter Four. Vallejo Station

<b>Table ES-6. Transit Expansion - Capital Program</b>							
	YEAR*	Funding Status	Estimated Proj Cost FY 03 \$\$	Prior Yr Funding	Source(s)	New Funding Request	Preferred Sources
<b>FERRY SYSTEM EXPANSION</b>							
Purchase 5th Ferry Vessel (2010)	2010	Unfunded	\$11,250,000	\$0	n/a	\$11,250,000	FTA5309, Fed EM, SolTax
<b>SUBTOTAL</b>			<b>\$11,250,000</b>	<b>\$0</b>		<b>\$11,250,000</b>	
<b>BUS SYSTEM EXPANSION</b>							
20 Express Coaches - Exp (2010, Rpl 2027)	2010	Unfunded	\$17,200,000	\$0	n/a	\$17,200,000	\$3 BT, SolTax
16 Local Buses - Exp (2007, Rplc 2019)	2005	Unfunded	\$10,400,000	\$0	n/a	\$10,400,000	SolTax
Expand Park & Ride - Curtola/Lemon (2005)	2005	Unfunded	\$22,000,000	\$0	n/a	\$22,000,000	\$3 BT, SolTax, STIP
Bus Support Base - Expansion (2008)	2008	Unfunded	\$6,000,000	\$0	n/a	\$6,000,000	\$3 BT, SolTax, STIP
Express Bus Stops at 12-15 Locations (2005)	2005	Unfunded	\$3,000,000	\$0	n/a	\$3,000,000	\$3 BT, SolTax, STIP
<b>SUBTOTAL</b>			<b>\$58,600,000</b>	<b>\$0</b>		<b>\$58,600,000</b>	
<b>PARATRANSIT SYSTEM EXPANSION</b>							
3 Paratransit Vans - Expansion (2005)	2004	Unfunded	\$200,000	\$0	n/a	\$200,000	VL5307, SolTax
Purchase 2-4 Exp/Repl Paratr Vans (2006-29)	2006+	Unfunded	\$4,800,000	\$0	n/a	\$4,800,000	VL5307, SolTax
<b>SUBTOTAL</b>			<b>\$5,000,000</b>	<b>\$0</b>		<b>\$5,000,000</b>	
<b>GRAND TOTAL, SYSTEM EXPANSION</b>			<b>\$74,850,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$74,850,000</b>	
<p>* When more than one date is indicated, additional are replacement years</p> <p><b>NTBR:</b> Net Toll Bridge Revenues (local match to federal)      <b>1064 FBD:</b> FWHA Section 1064 Ferryboat Discretionary Program</p> <p><b>STIP:</b> State Transportation Improvement Program                      <b>Fed EM:</b> Earmark in Federal Transportation Reauthorization Act, 2003</p> <p><b>Nor Gr BT 2%:</b> Northern Bridge Group Tolls 2% Fund                      <b>City:</b> See funding discussion in Chapter Four. Vallejo Station</p> <p><b>Sol Tax:</b> Solano Co. Transportation Sales Tax for 2004 ballot</p>							

## Annual Operating Needs:

- Express Bus Operations I-80 & I-680 corridors \$2,500,000 - \$3,000,000 (3rd \$ Bridge Toll)
- Expand Local Bus Services - Southwest Solano County \$2,000,000 (Solano County sales tax)
- Expand Disabled & Elderly Paratransit \$500,000 - \$600,000 (Solano County sales tax)

**SOLANO COUNTY  
TRANSPORTATION DEPARTMENT**

333 Sunset Avenue, Suite 230  
Suisun City, California 94585



**Charlie A. Jones Jr., P.E.  
Director of Transportation**

Telephone (707) 421-6060  
Fax (707) 429-2894

OCT 6 2003

October 2, 2003

Solano Transportation Authority  
Attn: Dan Christians  
One Harbor Center, Suite 130  
Suisun City, CA 94585

Re: Comprehensive Transportation Plan - Solano County 2003 Needs Survey

Dear Mr. Christians:

Attached is Solano County's draft 2003 Needs Survey for use in the update to the Solano County Comprehensive Transportation Plan.

Please call Paul Wiese of my staff at (707) 421-6072 if you have any questions.

Sincerely,

Charlie A. Jones Jr.  
Director of Transportation

03234.doc

Solano County  
Solano County Comprehensive Transportation Plan  
2003 Needs Survey Results

(Projects listed under each subheading are not necessarily in priority order)

Regional and Countywide Projects

- Construct the North Connector
- Improve the I-80/I-680 Interchange
- Complete the Jepson Parkway (Phase 1)
- Improve SR12 from I-80 to SR29
- Improve SR12 from Suisun City to Rio Vista
- Widen I-80 from 6 to 8 lanes between Vacaville and Dixon
- Widen I-80 from the Contra Costa County Line to SR37
- Widen Peabody Road from Vanden Road to the Vacaville City Limit

Arterials and Local Roads

- Protect the public's investment by appropriately maintaining the existing road system
- Replace or rehabilitate existing bridges as they become deficient
- Construct a roundabout at the Rockville Road - Abernathy Road intersection
- Improve Pleasants Valley Road from Cherry Glen Road to Vaca Valley Road
- Improve local roads to County standards

Transit Systems

- Support Solano Paratransit operations
- Support more joint transit operations
- Provide a fair share of TDA funding contributions to fixed routes based on benefits to users in the unincorporated area
- Support additional transit marketing
- Subsidize taxi service for paratransit needs in the unincorporated area

Bike Routes and Pedestrian Paths

- Construct the Class 2 bike routes identified in the Countywide Bike Plan
- Construct the Dixon-Vacaville Bikeway
- Sign and stripe Class 2 bike lanes once there is a viable segment
- Improve existing sidewalks and construct new sidewalks in the unincorporated area of Vallejo

Ridesharing and Park and Ride Lots

- Expand Park and Ride lots, particularly the Curtola Parkway - Lemon Street lot in Vallejo

TLC, Alternative Modes and Quality of Life Issues

- Construct pedestrian and bicycle improvements and other amenities in Old Town Cordelia
- Provide landscaping along the County portion of the Jepson Parkway, and along Green Valley Road and the Green Valley Path



DATE: October 31, 2003  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Regional Transportation Plan (RTP) Update – Transportation 2030 – Future Funding Investments

**Background:**

Metropolitan Planning Organizations (MPOs) are required to develop regional transportation plans (RTP) 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. A number of key issues have been already identified for Transportation 2030 (T2030) 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. MTC is currently updating the Regional Transportation Plan (RTP), being called T-2030. As part of the development of T-2030, MTC staff has developed goals and objectives, performance measures, fund estimates and is holding public workshops in conjunction with the nine Bay Area Congestion Management Agencies.

In October, STA staff provided the Board with a status report on the following T-2030 related matters prepared by MTC:

1. The “Big Tent” approach for the Long Range Plan
2. Revised Goals for the T-2030 Plan
3. T-2030 – Prior Commitments and New Investments
4. A Policy Paper on Transportation and Land Use
5. The T-2030 Planning Process
6. Project Performance Measures Process for T-2030

Information was also provided on the following topics:

1. List of Key T-2030 Policy Issues for Discussion provided by the Bay Area Congestion Management Agency Directors
2. A memo of 9/9/03, Conclusions of Task Force on Local Streets and Roads an Transit Capital Shortfalls”

On October 8<sup>th</sup>, the STA Board held a public hearing for the both STA's Comprehensive Transportation Plan update and for MTC's Transportation 2030 plan and approved the following recommendations:

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 for evaluation by MTC using the recently adopted corridor performance measures (see attachment A)
3. Authorize the STA Chair to appoint a member of the STA Board to represent the STA at the special November 13<sup>th</sup> meeting of MTC's Planning and Operations Committee

**Discussion:**

On October 14, 2003, MTC released the following information to the Partnership Technical Advisory Committee (PTAC) (attachments B-G):

1. Local Streets and Roads and Transit Shortfalls
2. Regional Programs Cost Estimates
3. RTP Investment Preliminary Scenarios
4. Regional Program Investment Strategies
5. A status report of other T-2030 policy issues

The PTAC membership consists of project, funding and planning staff from CMAs and the region's large transit operators.

**COMMITMENTS AND NEW INVESTMENTS**

As reported last month, the amount of discretionary funding available in the 2005 RTP is limited to about 8.2% of the total of transportation funding available to the region over the next 25 years. 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 prepared an issue paper on Prior Commitments and New Investments. The paper identified 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 also identified 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.

The information released by MTC staff on October 14<sup>th</sup> provides a clearer picture of the difficult policy decisions facing the Commission as part of the development and adoption of T-2030. An estimated \$8.8 billion is available in regional discretionary funds over the 25 year cycle of the T-2030. This is 8.2 % of the total regional transportation funds with \$99.596 billion (92%) already committed. These available discretionary funds include the following:

<u>Fund Source</u>	<u>Agency</u>	<u>Amount (millions)</u>
1. Federal STP funds	MTC/CMAs	\$1,256
2. Federal CMAQ funds \$1.087 billion	MTC/CMAs	\$1,086
3. Federal TEA Funds – Counties’ share	CMAs	\$ 164
4. Federal TEA Funds – Regional	MTC	\$ 95
5. RTIP County Share	CMAs/MTC	\$2,234
6. RTIP County Share – Prop 42	CMAs/MTC	\$1,812
7. ITIP	Caltrans/CMAs	\$ 496
8. ITIP – Prop 42	Caltrans/CMAs	\$ 637
9. STAF Population – Regional	MTC	\$ 284
10. STAF Population – Local	North Bay CMAs/ Small Transit Oper.	\$ 280
11. AB 434 – Regional	BAAQMD	\$ 281
12. AB 434 – Local	CMAs/BAAQMD	\$ 190
Total Available Discretionary Funds		\$8,815

The Bay Area CMA Directors met on October 24<sup>th</sup> to review and discuss the T-2030 data and scenarios distributed by MTC staff. At the meeting, there was general agreement that out of the identified \$8.8 billion in non-committed funds, an estimated \$2.4 billion has limited discretion for allocation based on the source of the funding (see attachment H) and \$4.046 billion is comprised of the County shares of State Transportation Improvement Program (RTIP). The RTIP has historically been developed and programmed by the CMAs and then programmed into the Transportation Improvement Program (TIP) by MTC. This leaves an estimated \$2.342 billion in flexible, uncommitted funds. Based on recent work completed by MTC’s Local Road and Transit Maintenance Task Force, the estimated funding shortfall to maintain local streets and roads and for transit capital replacement is \$14 billion, far exceeding the amount of available funding. The CMA Directors have developed a list of issues pertaining to T-2030 for MTC to discuss and consider prior to developing the draft T-2030 plan (attachment I).

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 and he has appointed immediate past STA Chair John Silva, who serves as Solano County’s representative on the BAAQMD, to represent the STA at this meeting.

At the Board meeting, staff will provide any additional updates and will discuss various funding investments scenarios and strategies discussed at the Bay Area Partnership and at MTC’s Planning and Operations Committee.

**Recommendation:**  
Informational

- Attachments:
- A. STA Submitted Project for MTC Performance Evaluation (10/17/03)
  - B. Local Streets and Roads and Transit Shortfalls
  - C. Regional Programs Cost Estimates
  - D. T-2030 -Preliminary Strategies
  - E. Revised Goals for T-2030 Plan
  - F. T-2030 – Prior Commitments and New Investments
  - G. Regional Program Investment Strategies
  - H. Regional Program Investment Strategies Prepared by Bay Area CMA Directors (October 28, 2003)
  - I. Issues Pertaining to the T-2030 Raised by the Bay Area CMA Directors
- (10/28/03)

**SOLANO COUNTY  
REGIONAL TRANSPORTATION PLAN (TRANSPORTATION 2030)  
Proposed Submittals to MTC for Performance Measures Evaluation  
DRAFT 10/17/03**

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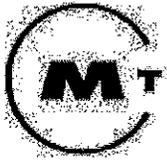
**Existing RTP Track 1 Major Projects 2001**

1. I-80/680/12 Interchange Improvements (2001 RTP Ref. # 21807)
  - 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) (2001 RTP Ref. # 21807)
3. Vallejo Intermodal Terminal (2001 RTP # 21817)
4. Jepson Parkway (2001 RTP Ref. # 94151)
5. I-80 HOV lane: Fairfield to Vacaville (a portion is included in 1b above) (2001 RTP Ref. # 98167)
6. SR 12 (east) safety improvements (2001 RTP Ref. # 21823)
7. SR 12 widening: Jameson Canyon (Solano portion) (2001 RTP Ref. # 94152)
8. Capitol Corridor Train Stations & Track Improvements (2001 RTP Ref. # 94148)
  - a. Fairfield/Vacaville
  - b. Benicia
  - c. Dixon

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

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. EB I-80 Aux Lane – Suisun Valley Road to Truck Scales
6. WB I-80 Aux lane – Truck Scales to Suisun Valley Road
7. A/B Relocate / Reconstruct Truck Scales
8. Improve/Expand Fairfield Transportation Center – Phase 3
9. EB I-80 Aux Lane – Magellan to Beck Av merge
10. EB I-80 Aux Lane – SR 12 (E) to Magellan
11. EB I-80 Aux Lane – Redwood to SR 37 with 2 lane off ramp
12. WB I-80 Aux Lane – West Texas to Abernathy
13. WB I-80 Aux Lane – North Texas to Waterman
14. WB I-80 Aux Lane – Merchant to Cherry Glen
15. EB I-80 Aux Lane – Cherry Glen to Alamo

16. Red Top Road Park & Ride- Phase 2
17. WB I-80 Aux Lane – Waterman to Travis
18. EB I-80 Aux Lane – Air Base to North Texas
19. WB & EB I-80 Aux Lane – SR 12 (E) to Suisun Valley (If truck scale of scale of Segment 1)
20. Gold Hill Road Park & Ride
21. Lake Herman / Vista Point Park & Ride
22. WB I-80 Aux Lane – Green Valley Road to SR 12 West
23. Braid I-80 EB Ramps – SR 12 (E) West to Green Valley Road
24. Glen Cove / I-780 Park and Ride -
25. I-80 / I-505 Weave Correction Project
26. Benicia West Military Park & Ride
27. Hiddenbrooke Parkway Park & Ride
28. North Texas Park & Ride
29. Columbus & Rose Park & Ride
30. EB I-80 Aux Lane – Benicia Road to Georgia Street
31. WB I-80 Aux Lane – Georgia Street to Benicia Road
32. I-80 WB Aux Lane – Redwood to Tennessee
33. I-80 EB Aux Lane – Tennessee to Redwood
34. EB / WB I-780 Stripe Aux Lane – 2<sup>nd</sup> to 5<sup>th</sup>
35. I-80 / Pitt School Road Interchange Improvement
36. North First Street Park & Ride
37. Complete I-80/680/12 Interchange Improvements
38. WB and EB HOV lane on I-80 from Carquinez Bridge to S.R. 37
39. 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
40. Complete SR12 (east) corridor improvements
41. Widen State Route 37 to 4 lanes (from Napa River Bridge to Solano County line)
42. Benicia Ferry Service



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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## ***Memorandum***

TO: Partnership Technical Advisory Committee

DATE: October 8, 2003

FR: Alix Bockelman and Theresa Romell

RE: Update on Streets and Roads/Transit Shortfalls

This memorandum is a follow-up to the work completed by the Local Streets and Road and Transit Task Force. The Task Force performed an in-depth analysis of streets and road and transit capital replacement needs in the region. The major findings of the inventory assessment undertaken by the Task Force were that the following shortfalls existed:

- For local streets and roads, the unmet needs of \$4.4 billion for pavement and \$3.1 for non-pavement totaling \$7.5 billion;
- For transit, \$5.8 billion of capital needs plus BART seismic retrofit at \$1.3 billion for a total of \$7.1 billion.

Since the release of these findings at the Partnership Board meeting on September 11th, there have been some refinements of the data as a result of meetings with the each of the major transit operators to review the revenue and cost assumptions for capital projects and system operations, as well as review and revision of the local street and road need and revenue data with individual city and county jurisdictions. In addition, both the transit shortfalls and streets and road shortfalls have been revised to exclude some rollovers of sales tax revenue that had been inadvertently counted in previous estimates.

### **Transit Update**

The following is the revised range of transit capital replacement shortfalls for several policy options discussed by the Task Force – from \$1.5 billion to \$5.8 billion depending on whether the region funds all of the transit capital or a portion and whether preventive maintenance major component is treated as a capital expense or an operating expense. The investment option numbers – with the exception of the total figure – do not reflect the \$1.3 billion seismic need for BART.

Potential Investment Options	Transit Shortfall Amount (in Thousands)	
	PM Major Component	No PM Major Component
Total Transit Shortfall Including BART Seismic	\$7,070,000	\$6,150,000
2001 RTP Policy: 100% Transit Capital Replacement	\$5,770,000	\$4,850,000
Expanded Policy: Score 12 and Above	\$5,010,000	\$4,180,000
Revised Definition of Regional Responsibility: Score 12 and Above	\$5,100,000	\$4,180,000
Functional Investment Option: Score 16 and Above	\$2,280,000	\$1,490,000

The capital shortfall is not uniform across the region and is, instead, concentrated among several of the large transit operators. Attachment A details capital costs and revenues as well as shortfalls by operator for the various policy investment options described above. Attachment A also includes operating costs and revenues, highlighting the operating shortfalls that also exist over the 25-year time horizon. With the uncertainty of the current economic climate and many transit boards' grappling with difficult choices, the transit operators have done the best job possible in estimating operating levels and revenues for the long-range plan with currently available information. Some minor changes to each operator's cost and revenue profile should be expected over the next month during final review.

Because of the inter-relationship of operating and capital revenues for many of the transit operators, future decisions made by operators to address operating costs and revenues could impact the transit capital shortfall. To illustrate this point, if an operator currently needs all non-Federal Transit Administration revenues to operate its system but later decides to make cost adjustments to reduce costs in order to free up capacity for funding some replacement capital, the capital shortfall could be reduced. Therefore, operating discussions that take place over the next budget cycle could result in either decreased or increased capital shortfalls.

### Streets and Roads Update

The following are revised local street and road shortfall figures. The shortfall is shown in total as well as in the form of the different options as discussed by the Task Force.

The figures below reflect the "current" shortfall (based on unconstrained need – estimated total revenue) without the cost of deferred maintenance. *Actual* shortfalls could increase by up to \$3 billion, if the "current" shortfalls shown below are not met with additional funding. The \$3 billion is the cost of deferring maintenance, or the *consequence* of inadequately funding pavement needs. An analogous cost increase for deferred maintenance will exist on the transit side if adequate funding is not identified.

<b>Potential Investment Options</b>	<b>Streets and Road Shortfall Amount (in Thousands)</b>
Total Local Street & Road Shortfall	\$7,590,000
2001 RTP Policy: MTS Pavement	\$720,000
Expanded Policy: MTS Pavement & Non-Pavement	\$1,220,000
Revised Definition of Regional Responsibility: Arterials and Collectors	\$2,000,000
Functional Investment Option: All Pavement	\$4,450,000

As with the transit shortfalls, the size of the local street and road shortfall varies from county to county within the region. Attachment B details need, revenue, and shortfall amounts by county for policy investment option. Only minor changes in the shortfall figures are expected based on further review of data from individual jurisdictions.

Attachment A

Detail on Transit Operating and Capital Costs/Revenues

Thousands of Dollars, 2004

Operating	AC Transit	BART	Caltrain	CCCTA	Golden Gate	LAVIA	Muni	Samtrans	Vallejo	VTA	Small Operators	Total Shortfall
Revenues	6,410,466	13,355,334	2,153,585	634,109	1,709,925	282,373	13,006,130	2,518,126	453,885	9,223,900	1,817,564	
Costs	(6,456,721)	(13,169,309)	(2,124,153)	(612,475)	(1,732,256)	(281,846)	(12,949,244)	(2,435,825)	(428,773)	(9,706,613)	(1,768,612)	
Surplus/Deficit	(46,255)	186,025	29,432	21,634	(22,331)	527	56,886	82,301	25,112	(482,713)	(59,735)	(611,034)
<b>Capital Replacement</b>												
Revenues	765,761	3,493,997	1,055,674	229,276	577,519	111,011	1,923,626	866,049	94,913	1,076,546	835,186	
Costs - 100%	(1,308,887)	(5,971,922)	(1,644,754)	(218,403)	(775,749)	(95,841)	(3,461,054)	(553,541)	(161,208)	(1,347,837)	(596,279)	
Surplus/Deficit	(543,126)	(2,477,925)	(589,080)	10,873	(198,230)	15,170	(1,537,428)	312,508	(66,295)	(271,291)	(85,244)	(5,768,619)
Costs - Score 12+	(1,150,846)	(5,727,947)	(1,601,354)	(216,303)	(739,056)	(92,091)	(3,339,599)	(502,030)	(158,808)	(1,279,266)	(549,426)	
Surplus/Deficit	(385,085)	(2,233,950)	(545,680)	12,973	(161,537)	18,920	(1,415,973)	364,019	(63,895)	(202,720)	(85,244)	(5,094,084)
Costs - Score 16+	(1,003,245)	(4,616,831)	(990,704)	(195,486)	(672,822)	(92,091)	(2,660,891)	(477,047)	(138,308)	(960,282)	(402,202)	
Surplus/Deficit	(237,484)	(1,122,834)	64,970	33,790	(95,303)	18,920	(737,265)	389,002	(43,395)	116,264	(44,049)	(2,280,330)

Notes:

- 1) Assumes the Preventive Maintenance Major Component costs are treated as capital costs.
- 2) Does not include \$1.3 billion in BART seismic retrofit costs.
- 3) Any surpluses on the operating side are assumed to augment revenues for capital.

*Revised*

## ATTACHMENT B

### Detail of Local Streets and Roads Shortfalls By County

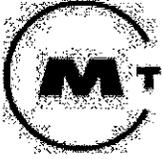
Thousands of Dollars, 2004

County	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	Solano	Sonoma	TOTAL
<b>Total Need*</b>	\$ 2,939,906	\$ 2,189,418	\$ 648,232	\$ 683,018	\$ 2,455,598	\$ 1,561,541	\$ 3,548,236	\$ 962,504	\$ 1,765,301	\$ 16,753,753
<b>Total Revenue</b>	\$ 2,148,061	\$ 1,288,011	\$ 326,624	\$ 218,091	\$ 952,719	\$ 1,147,608	\$ 2,129,789	\$ 367,757	\$ 592,229	\$ 9,170,888
<b>Shortfall</b>	\$ 791,845	\$ 901,407	\$ 321,608	\$ 464,927	\$ 1,502,879	\$ 413,932	\$ 1,418,447	\$ 594,747	\$ 1,173,072	\$ 7,582,865

\* Need figures do not include estimated \$3 billion of deferred maintenance cost

### Shortfalls by Policy Option

County	Alameda	Contra Costa	Marin	Napa	San Francisco	San Mateo	Santa Clara	Solano	Sonoma	TOTAL
<b>2001 RTP Policy</b>	\$ 45,416	\$ 69,386	\$ 40,348	\$ 40,169	\$ 49,009	\$ 40,368	\$ 114,980	\$ 25,551	\$ 144,516	\$ 569,742
<b>Expanded Policy: MTS Pavement &amp; Non-Pavement</b>	\$ 112,411	\$ 117,235	\$ 62,199	\$ 65,854	\$ 82,997	\$ 58,045	\$ 199,678	\$ 43,557	\$ 223,474	\$ 965,451
<b>Revised Definition of Regional Responsibility: Arterials and Collectors</b>	\$ 281,090	\$ 320,933	\$ 123,404	\$ 81,199	\$ 173,472	\$ 166,472	\$ 527,036	\$ 234,915	\$ 383,473	\$ 2,291,993
<b>Functional Investment Option: All Pavement</b>	\$ 319,916	\$ 533,498	\$ 208,626	\$ 283,592	\$ 887,444	\$ 287,873	\$ 816,781	\$ 348,878	\$ 758,602	\$ 4,445,209



METROPOLITAN  
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Agenda Item 3c

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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: October 2, 2003

FR: MTC Staff

RE: T-2030: Regional Program Cost Estimates

Attached for your information are descriptions and cost information for Regional Programs that will be considered for inclusion in T-2030. These programs, along with the transit and road shortfalls, will define the T-2030 "regional investment" priorities.

The regional programs in the attached table are essentially the same as those included in the 2001 RTP. The table compares the 2001 RTP cost with a cost estimated T-2030 cost; these costs are fairly similar because they mostly sustain the same base level services defined in the 2001 RTP.

As you know, MTC staff has proposed that funds for regional programs with existing executed contracts be "committed" to those programs through the contract term; this amount is identified in column D of the table. Remaining uncommitted needs and enhanced program needs are also identified, which will provide the basis for discussing regional program funding amounts considered for the financially constrained and "Big Tent" elements of the T-2030 Plan.

There are other regional programs not included in the table and descriptions that will also be considered. These would include:

- Regional bike/ped program
- Lifeline Transportation
- Freight

More detailed program definition and funding proposals for these new and existing programs will be discussed at your meeting.

## Regional Operations Project Descriptions

### TransLink®

**TransLink® Capital:** TransLink® is the Bay Area's universal transit fare payment system based on smart card technology. TransLink® has been procured by MTC as a multi-year design, build, operate and maintain contract. TransLink® will improve passenger convenience in making inter- and intra-agency trips; improve the efficiency and security of the region's fare collection system; improve transit data collection for service planning and development of fare policies; and allow participation in revenue-enhancing or cost-saving business partnerships with the private sector.

### 511 Traveler Information

The 511 Travel Information program is designed to improve the quality, currency, accuracy and accessibility of traffic, transit and alternative transportation information for the traveling public. The 511 family of services is provided over the phone and on the web. The intent of 511 is to integrate a series of projects together to provide a seamless set of services to the public. The projects include:

- The Rideshare Program promotes alternatives to driving alone by maintaining a ridematching database and online ridematching system, facilitating 'matches' between interested carpoolers and vanpoolers, and conducting marketing and outreach efforts to employers and the public.
- TravInfo® collects and disseminates information to the public about traffic congestion, estimated travel times, roadway incidents, construction activity, and special/emergency events. TravInfo® is administered through a design, build, operate and maintain contract.
- The Regional Transit Information System (RTIS) gathers, organizes and disseminates schedule, route and fare information for all public transit services in the region. It also offers a trip planner which travelers can use to generate transit itineraries for intra- and inter-agency trips.
- Transportation marketing supports the market research and marketing needs of MTC's regional operations projects. Market research is used to refine the services so they better meet customer needs and to measure project performance. Marketing is used to promote the services to the public.

### Freeway/Arterials Operations

**Incident Management (FSP/Callbox):** MTC's Incident Management Program is made up of two individual project that work together to improve safety and reduce congestion on Bay Area roads: the Freeway Service Patrol (FSP) and the Call Box Program.

- The FSP is a fleet of roving tow trucks that clear vehicles and debris during peak period weekday and weekend (where justifiable) travel. Service is provided along 450 miles of freeways and expressways.
- The Call Box Program provides stranded motorists with roadside emergency telephones for requesting assistance and reporting problems along 1,100 miles of freeways and expressways.

Freeway Operations: Freeway Operations is made up of programs to monitor and manage flows on freeways, including the regional Transportation Management Center (TMC) and field equipment such as CCTV cameras, loop detectors, message signs and highway advisory radio.

Arterial Signal Timing: MTC's signal timing program improves traffic flow on local arterials by retiming up to 1,000 signals every year. The program improves travel time along arterials and fosters coordination across local boundaries.

### **Technical Assistance**

Traffic Engineering: The Traffic Engineering Technical Assistance Program (TETAP) awards annual grant funding to local jurisdictions to solve traffic operations and safety problems along arterials by way of consulting services retained by MTC under the program. TETAP is specifically designed to assist smaller jurisdictions with limited financial and technical resources.

Pavement Management: The Pavement Management Technical Assistance Program (PTAP) awards annual grant funding for pavement consulting services provided by MTC under the program. PTAP is specifically designed to assist smaller jurisdictions with limited financial and technical resources.

**Transportation-2030: Regional Operations Program**  
**Comparison of STP/CMAQ funds between 2001 RTP and T-2030 (millions of 2004 \$)**

	T-2030 Need					Total Project Need <sup>1</sup> (B+E)
	Total 2001 RTP 'Base Project' STP/CMAQ Commitment	Total T-2030 'Base Project' STP/CMAQ Need (C+D)	STP/CMAQ Funds Committed by Contract	Uncommitted STP/CMAQ Funds	Enhancements	
	A	B	C	D	E	F
<b>TransLink</b>	\$151.7	\$151.7	\$103.9	\$47.8	\$59.7	\$211.4
TransLink Capital	\$151.7	\$151.7	\$103.9	\$47.8	\$59.7	\$211.4
<b>STP Travel Information</b>	\$230.4	\$225.8	\$52.3	\$173.6	\$41.1	\$266.9
Rideshare Program <sup>2</sup>	\$61.1	\$72.9	\$17.8	\$55.1	\$10.3	\$83.2
TravInfo <sup>3</sup>	\$137.7	\$121.3	\$33.3	\$88.0	\$24.2	\$145.5
Regional Transit Information System (RTIS) <sup>4</sup>	\$17.1	\$17.1	\$0.8	\$16.3	\$6.6	\$23.7
Transportation Marketing <sup>5</sup>	\$14.5	\$14.5	\$0.6	\$13.9	\$0.0	\$14.5
<b>Freeway/Arterials Operations</b>	\$125.0	\$135.3	\$8.3	\$127.0	\$137.5	\$272.8
Incident Management (FSP/Call Box) <sup>6</sup>	\$43.3	\$52.9	\$3.4	\$49.5	\$60.7	\$113.6
Freeway Operations	\$49.7	\$49.7	\$3.6	\$46.1	\$67.5	\$117.2
Arterial Signal Timing	\$29.2	\$29.2	\$1.3	\$27.9	\$9.3	\$38.5
Performance Monitoring	\$2.8	\$3.5	\$0.0	\$3.5	\$0.0	\$3.5
<b>Technical Assistance</b>	\$22.5	\$22.5	\$1.7	\$20.8	\$12.4	\$34.9
Traffic Engineering (TETAP)	\$5.7	\$5.7	\$0.3	\$5.4	\$0.0	\$5.7
Pavement Management (PTAP)	\$16.8	\$16.8	\$1.4	\$15.4	\$12.4	\$29.2
<b>Clean Air Program</b>	\$25.0	\$16.8	\$0.0	\$16.8	\$0.0	\$16.8
<b>TTC/HiP</b>	\$454.9	\$454.9	\$0.0	\$454.9	\$0.0	\$454.9
<b>CMAQ Planning</b>	\$106.7	\$106.7	\$0.0	\$106.7	\$0.0	\$106.7
<b>Total Regional Operations</b>	\$1,021.4	\$1,113.7	\$166.4	\$947.3	\$250.7	\$1,364.4

<sup>1</sup>Total Project Need' does not include STA pop-based, AB434 or 5307/5309 funds for regional operations projects which were considered 'committed' funds in the 2001 RTP but may be considered 'uncommitted' in T-2030, subject to further discussion.

<sup>2</sup>Rideshare STP/CMAQ need increased because Contra Costa decided not to use TFCA funds for its share of program costs.

<sup>3</sup>TravInfo STP/CMAQ need decreased because the Project Need projection in 2001 did not factor in local match.

<sup>4</sup>Total RTIS budget has decreased 43% due to loss of local match (STA pop) since 2001 RTP. RTIS has a remaining T-2030 shortfall of \$4.1m (currently in enhancements) if the revised basic project is to remain intact.

<sup>5</sup>Total transportation marketing budget has decreased 43% due to loss of local match (STA pop) since 2001 RTP.

<sup>6</sup>Incident Management need increased due to corrections to escalation of 2001 FSP costs and transfer of SAFE funds for local match to TravInfo.

<sup>7</sup>Fund amount is for sustaining Spare the Air program, however program could transition to other TCM programs

<sup>8</sup>Program tripled over entire 25-year period

<sup>9</sup>Includes T-Plus



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## *Memorandum*

TO: Planning and Operations Committee

DATE: October 10, 2003

FR: Deputy Director, Policy

W.I.:

RE: Transportation 2030 Plan: Preliminary Strategies

Following the Transportation 2030 Plan "Summit" held in June 2003, MTC staff have been working with our transportation partners to refine proposals for addressing the major issues highlighted for the long range plan's update: Goals and Objectives; Prior Commitments and New Investments, and Transportation and Land Use. These three challenges were discussed throughout the Summit, and form the major platform for Phase 1 of our Outreach Program. As well, our thoughts regarding the overall framework for the scope and direction of the plan were retooled to better address the need for a broader vision and advocacy platform.

Following this memorandum are individual issue papers for the four topics, containing findings suggested options; the summary below outlines key highlights from each. These preliminary strategies are the outgrowth of initial staff proposals that were discussed with the Bay Area Partnership and the Commission's Advisory Councils in September, which were subsequently refined to present for this Committee's information. They will then be "taken on the road" as part of an extensive outreach in October and early November, to solicit additional feedback and commentary from a variety of stakeholders and the general public. The Commission will consider this feedback and staff's next level of recommendations at its workshop on October 29 and 30<sup>th</sup>, with further discussion and possible draft recommendations to occur at the November Planning and Operations Committee meeting.

### Key Topic Highlights

1. "Big Tent": There appears to be overall consensus that the Transportation 2030 Plan should reach beyond transportation planning issues and the financially constrained emphasis of past long range plans. On a policy basis, such an approach provides a more cohesive framework for recognizing the interrelationships of transportation with air quality, land use, the economy and other sectors. On financial grounds, a "big tent" would anticipate new revenues beyond those assumed in the financially constrained plan, and provide the opportunity to outline priority investments beyond the limits of existing funding sources.

The initial proposals for the public and Commission are:

- Adopt a "Big Tent" strategy that would serve as a "preferred alternative" for the long range plan.

- Identify “most likely” new revenue sources, and an attendant list of investment priorities based on the Transportation 2030 Plan’s overall goals and objectives, to provide a more flexible means to move projects into the financially constrained plan, if new revenues are approved by the voters.
  - Consider and discuss future technological, social, institutional conditions that don’t exist today, but that could alter our transportation decisions in the longer term.
2. Goals and Objectives. The six major goals adopted in the 2001 Regional Transportation Plan (RTP) attempt to capture the wide range of purposes that a regional transportation system serves, either directly or indirectly: mobility, safety, equity, environment, economic vitality, and community vitality. We propose alternative goals that we believe are more directed, measurable, and “outcome” oriented, and as such, should better guide transportation policy and investment decisions. They are:
- A Safe and Secure System
  - Keep it Working
  - Making Connections
  - Travel Options that Save Time
  - A Reliable Trip
  - Lifeline Mobility
  - Smart Growth Incentives
  - Clean Air
  - Deliver the Goods

The public and Commission should consider whether these goals improve upon those included in the last plan, and how the goals will inform project selection and program priorities, both for existing and future new funds.

3. New Investments and Prior Commitments. A key question staff has been asked to consider is how much of the funding traditionally assigned to “committed” projects and programs might be freed up for new investments. Under the 2001 RTP, fully 90% of current available Bay Area transportation funding is committed to maintenance and operation of our existing system, projects in the construction pipeline, and fully funded projects from voter approved local expenditure plans. For the Transportation 2030 Plan, the question is raised-- should we revisit this level of prior commitments, and if so, how? Our initial findings include the sobering fact that estimated costs of maintaining and sustaining the system have markedly increased, exerting even more pressure on limited funds. While the “Big Tent” of potential new revenues can be tapped as an overall strategy for addressing major shortfalls, there remains the key question of how we should distribute and spend those remaining resources—10% or otherwise—on new investments in the financially constrained plan: what should we finance, and who makes that decision? How can we expand the pie with new funding?

In tackling these fundamental questions, our initial proposals focus on two primary areas:

- Determine committed projects/programs, using new screening criteria.
- Determine how uncommitted funds should be distributed. There are major decision points in this regard:
  - How much of the local streets and roads and transit shortfalls should be covered—and

how much should be left "on the table" to finance with future new revenues?

-- How much of the regional programs like TransLink®, 511, system operations, TLC/HIP, and Resolution 3434 projects should be covered?

-- With the remaining uncommitted funds, what should be allocated for local investment choices?

-- Should any of these distributions be altered to allow for new program and project investments such as Lifeline Transportation, freight movement, bicycles, improved transit connectivity, etc.?

4. Transportation and Land Use. The approach to land use and transportation in the 2001 RTP was primarily addressed through the Commission's Transportation for Livable Communities/Housing Incentive Programs, and corresponding community based planning objectives. However, the recent conclusion of the Smart Growth Project and growing concerns with the region's jobs/housing imbalance challenge the *Transportation 2030 Plan* to take a new view of the transportation/land use connection.

Building on this expanded foundation, staff's initial proposals for better linking transportation and land use include:

- Adoption of a specific policy that explicitly links transportation planning to Smart Growth objectives.
- Expansion of the TLC/HIP model to provide incentives to local governments to plan and implement more coordinated transportation /land use developments.
- Conditioning the programming and allocation of discretionary funding commitments in Resolution 3434 on local land use changes to support transit oriented development in and around 3434 corridors and station sites.

No actions are being requested of the Committee at this time; we seek your initial reactions and guidance to assist in preparing for the Commission's October workshop, and as we proceed with Phase 1 outreach discussions on these topics.

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Therese McMillan

**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.

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# Transportation 2030

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

*BART Property Tax (Seismic)*

*AC Parcel Tax*

*Regional Gas Tax*

*Federal, State*

**FINANCIALLY  
CONSTRAINED**

*Regional, Local*

*Regional Vehicle Registration Fee*

*Vote May Happen before the RTP Adoption*

*Adoption*

- HSR Bond
- 3<sup>rd</sup> 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**

**A Safe and Secure 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

**Keep it Working**

*Purpose:* The public expects their transportation facilities to be kept in a good state of repair, which requires diligence in attending to ongoing maintenance and rehabilitation needs. 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:* Define portion of system maintenance that is regional in nature and appropriate maintenance standards.

*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

### **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:* Regional carpool lane, express bus and bike plans, 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

### **Travel Options that Save Time**

*Purpose:* Every day people make choices about the easiest way to make trips to their jobs, shopping, school, or recreation. As every traveler knows, certain corridors are heavily congested as too many vehicles try to get to too many places at the same time. 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 reduce the impact traffic congestion has on people's lives and business and can provide 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, *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
- Travel time savings by mode in these corridors

### **A Reliable Trip**

*Purpose:* Whether people make trips by bike, transit, or car they desire a certain amount of predictability in terms of how long their trip will take. The manufacturing and freight shipping industry also depend heavily on the delivery of products within specified time windows. The major impediment to achieving reliable travel on roads is incidents which cause backups and delays and limited deployment of optimum traffic management strategies. For transit, road conditions can also affect adherence to published schedules. Traveler information systems are an emerging and highly effective tool for system users to learn about disruptions and make alternate plans.

*Objective:* Manage traffic flows better on freeways and local streets; develop advanced incident detection and response systems; expand the traveler alert system and provide real time information on travel options to avoid incidents.

*Current Programs:* Freeway Service Patrol, 511 traveler information number; arterial signal coordination and retiming

*Future Programs:* Expansion of FSP; Caltrans advanced incident detection and response program; real time transit information on 511

*How are we doing?* Look to the following:

- Progress in implementing freeway loop detectors and TMC (incident management)
- FSP response time
- Transit on time performance
- Number of local Smart Corridors completed

## **Lifeline Mobility**

*Purpose:* MTC needs to ensure that mobility benefits are equitably distributed throughout the region considering the needs of all travelers. Certain segments of the population have fewer mobility options and therefore require special attention in transportation planning: households without a car, school children, older adults, and the disabled. Serving the transportation needs of these individuals is a shared responsibility among many organizations, including transportation and social service agencies. 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.

The transportation decision making process must also factor in the needs of minority and low income communities and ensure that these are considered in the development of new transportation projects and services.

*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; ensure an equitable distribution of benefits and burdens in making transportation investments in the region.

*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; social equity analysis of the Regional Transportation Plan

### *New Initiatives: Transportation Affordability Study*

*How are we doing?* Look to the following:

- 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

### **Smart Growth Incentives**

*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 suggests where future development could occur--either around major transit lines or in other infill locations within the urban core. New development patterns will depend on cooperation from local governments who make the land use decisions. There appears to be consensus that the most effective approach for achieving these desired land use patterns is through incentives to local government. This type of development will have spinoff benefits for transportation such as: 1) reducing long distance commuting between jobs and housing, 2) encouraging more biking and walking, and 3) stimulating transit use through intensified development near transit centers. Another aspect of the Smart Growth effort is to maintain vibrant neighborhoods and preserve open space.

*Objectives:* Develop a menu of transportation incentives that would support infill development, create more housing near regional transit services, encourage mixed use developments in areas not served by transit, and 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; working with neighboring regions to coordinate long-term land use planning assumptions.

*How are we doing?* Look to the following:

- Increase in 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 new specific plans supporting TODs funded with TLC/HIP and other sources
- Implement Smart Growth legislative package

### **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 over the last two decades. In addition to the continuing, 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:* Retrofit urban buses and other heavy duty vehicles with cleaner technologies to reduce ozone precursors 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
- Progress in reducing emissions from urban buses and other heavy duty vehicles

### **Deliver the Goods**

*Purpose:* Expected increases in population and a resurgent economy will contribute to increased truck movement throughout the region, and into and out of the major airports and seaports. Innovation in intermodalism has transformed the movement of freight

starting in the 90's, creating efficient connections between carriers, but ultimately the region's major freight corridors will need further expansion. The increasing cost of moving freight in the region could contribute to a higher cost of living. Impediments in shipping freight could lead some industries to relocate.

*Objectives:* Identify key improvements in the surface transportation system where public investment can help the freight industry; work with local governments to protect freight-related industries from relocation; through the regional airport and seaport plans, identify long term capacity issues associated with cargo movement

*Current Initiatives.* Regional Freight Initiative

*Future Initiatives:* SAFETEA advocacy on freight issues; local government collaboration on freight land uses and zoning practices that support goods movement

*How are we doing?* Look to the following:

- Travel time on key freight routes
- SAFETEA advocacy results
- Prioritization and programming of key freight projects identified in Regional Freight Initiative
- Workshops with local governments on freight issues

**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 funds were directed toward new investments.

Some stakeholders 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 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 are also considered committed funding per Commission policy.
2. **Projects identified in the Transportation Improvement Program (TIP)<sup>1</sup>.**
  - 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.

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<sup>1</sup> 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 must cover at least a three-year period.

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. Attachment 1 outlines our initial assumptions of Transportation 2030 resources as they may be assigned to prior commitments, or be available for new investment.

In the 2001 Regional Transportation Plan, the Track 1 program was comprised of regional programs like the Transportation for Livable Communities/Housing Incentive Program (TLC/HIP) initiative, 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 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. 2003 TIP Projects with an approved environmental document by May 2004 and with some programmed construction funding
4. 2001 RTP Track 1 projects with an approved environmental document and/or 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:*

Attachment 2 illustrates a preliminary breakdown of the extent of “committed” investment categories under the proposed criteria. Attachment 3 highlights projects that may or may not pass the “committed” test. 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 estimated at the time of the plan, 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. Our preliminary estimates indicate that these needs and shortfalls are much greater than estimated in the 2001 Regional Transportation Plan, and that they likely will not be able to be fully addressed in the financially constrained Transportation 2030 Plan. As such, how much of the uncommitted funds should be used to cover these shortfalls? How much should be covered with new revenues?

- *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, Resolution 3434 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 was 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%

**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 <sup>rd</sup> 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
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Note: Potential new programs: Bike/ped, freight, Lifeline transit

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

*Alameda County*

Port of Oakland JTT  
SR 238 Hayward 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 4<sup>th</sup> 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 4<sup>th</sup> 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)

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## *Memorandum*

TO: PTAC

DATE: October 14, 2003

FR: Doug Kimsey

RE: Regional Program Investment Strategies

### **Background**

The focus of the Transportation 2030 Plan thus far has been definition of the regional programs. As you know, there have been ongoing Partnership meetings to help with this process; the Partnership Roads/Transit Shortfall Task Force, for example, was invaluable for helping define transit and roads shortfalls, which are major components of the regional program.

Regional program development has been following a 3-step process that includes:

1. Developing revenue projections
2. Defining committed and uncommitted revenues
3. Estimating regional program costs

In addition, MTC staff has been holding several outreach meetings with various stakeholder groups to obtain feedback on the above items, in addition to goals, investment priorities and transportation/land use issues.

### **Regional Program Scenarios**

To help focus the investment priorities discussion, staff has bundled programs and projects types into 3 broad categories:

1. Maintaining and sustaining our existing transportation systems
2. Enhancing our existing systems (e.g. system management/livable communities)
3. System expansion

Following Partnership and stakeholder input, MTC staff has developed the following attached tables as a way to begin focusing on definition of the T-2030 regional program.

1. The first table (Attachment 1) shows the revenue assumptions and committed/uncommitted funds (previous drafts have been reviewed with the Partnership). Committed funding has been defined per screening criteria, also previously reviewed by the Partnership (e.g. those funds used exclusively for O&M, 2003 TIP fully funded projects with environmental documents; 2001 RTP Track 1 Projects with 67% local funding and/or approved environmental document (some Res. 3434 projects do not meet this criteria and will need to be re-submitted by CMAs); regional programs with ongoing contracts – criteria apply only if there has been no significant project cost/scope increase).
2. The second table packages the various program costs into the three broad investment categories previously defined (O&M, System Management and System Expansion). Generalized investment strategies within each scenario are as follows:

#### O&M

- Maximize investment in transit and roads shortfalls within available funding constraints
- Sustain current regional programs at current levels

#### System Management/Livable Communities

- Lower level investment in transit/road shortfalls
- Maximize funding for regional operations program
- New regional bike/ped program to support livable communities
- Expand TLC/HIP to support livable communities

#### System Expansion

- Transit/road shortfall investment that only supports MTS
- Cost savings/phase outs of some regional programs
- TLC/HIP investment reduced
- Funds freed up from above applied to county expansion projects

3. The last table shows residual funding (net of regional program investments) available to each county projects by proposed scenario. For comparison, 2001 RTP Track 1 funds by county are shown.

All estimates should still be considered preliminary. There are still some minor changes still expected for roads and transit shortfalls.

#### **Next Steps**

The regional program scenarios will be reviewed with the Commission at its October workshop. We intend to narrow the scenarios after input from our November Commission POC workshop and Partnership meetings. We hope to have a single regional program investment strategy, which also will also include Big Tent funding integration strategies, approved by the Commission in December. This schedule will allow the CMAs to begin its local project priority setting in January – May 2004.

## 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	
<b>FEDERAL</b>					
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	\$ 0.299	N/A	Res. 3434 & transit rehabilitation	\$ -
Surface Transportation Program	\$ 1.489	\$ 0.233	2003 TIP, Res. 3434	2001 TIP, expanded TLC/HIP, various Track 1, Regional Programs	\$ 1.256
CMAQ Program	\$ 1.312	\$ 0.225	2003 TIP, Res. 3434	2001 TIP, expanded TLC/HIP, various Track 1, Regional Programs	\$ 1.086
TEA Fund-County	\$ 0.164	\$ -	N/A	County TEA projects	\$ 0.164
TEA Fund-MTC	\$ 0.095	\$ -	N/A	TLC/HIP projects	\$ 0.095
Bridge/Safety Program	\$ 0.596	\$ 0.596	bridge program	same	\$ -
Federal Subtotal	\$ 12.644	\$ 10.043			\$ 2.601
<b>STATE</b>					
HOPP	\$ 4.166	\$ 4.166	State highway rehabilitation/safety projects	same	\$ -
CRP	\$ 1.168	\$ 1.168	Specific projects identified by statute	same	\$ -
TIP County Shares	\$ 2.725	\$ 0.492	2002 STIP, Res. 3434	2000 STIP/New Investment	\$ 2.234
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 - JC 99313-Population	\$ 0.284	\$ -	N/A	transit capital/operations & maintenance/LIFT/Express Bus	\$ 0.284
Prop. 42 STA Population-based	\$ 0.280	\$ -	N/A	N/A	\$ 0.280
State Transit Assistance - JC 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			\$ 5.743

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	
<b>REGIONAL</b>					
BATA Toll Revenues	\$ 2.400	\$ 2.400	Designated toll facilities	same	\$ -
Seismic Surcharge/AB1171	\$ 2.421	\$ 2.421	State toll bridge seismic/Res. 3434	same	\$ -
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	\$ 0.178	Res. 3434	Res. 3434	\$ -
AB 1107 1/2 cent sales tax in three BART counties.	\$ 8.108	\$ 8.108	BART/AC/Muni transit capital rehab/O&M	same	\$ -
Service Authority for Freeway and Expressways (SAFE)	\$ 0.119	\$ 0.119	SAFE/FSP activities	same	\$ -
ARB Funds	\$ 0.054	\$ 0.054	Res. 3434	same	\$ -
AB 434 (Regional Funds)	\$ 0.281	\$ -	N/A	Air District discretionary projects	\$ 0.281
Region Subtotal	\$ 13.467	\$ 13.467			\$ 0.281
<b>CAL</b>					
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 cent option sales taxes	\$ 13.774	\$ 13.774	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 Sales Tax Subventions, Sales Tax and Local Contribution	\$ 17.303	\$ 17.303	Local road improvements	same	\$ -
Proposition 42 Augmentation to Local Streets and Roads	\$ 2.575	\$ 2.575	Local road improvements	same	\$ -
Property Tax	\$ 0.648	\$ 0.648	BART/AC transit capital rehab/O&M	same	\$ -
Golden Gate Bridge	\$ 1.428	\$ 1.428	Transit and bridge operations	same	\$ -
TEP Committed "Other"	\$ 1.723	\$ 1.723	Res. 3434	same	\$ -
Transit Fare Revenues	\$ 15.148	\$ 15.148	Transit capital rehab/O&M	same	\$ -
General Fund/ Parking Revenue (MUNI)	\$ 6.041	\$ 6.041	Transit capital rehab/O&M	same	\$ -
Local Subtotal	\$ 68.386	\$ 68.196			\$ 0.190
<b>RAND TOTAL</b>	\$ 108.130	\$ 99.596			\$ 0.815
of Baseline Revenue		92.1%			0.7%

Preliminary Draft

T-2030 Regional Program Investment Scenarios

2004\$ in millions

	Scenarios			Total Big Tent Costs
	Operations & Maintenance	System Management Liveable Communities	System Expansion	
<b>Uncommitted Revenues</b>	\$ 8,815.4	\$ 8,815.4	\$ 8,815.4	
<b>Rehabilitation</b>	<b>\$6,725.5</b>	<b>\$3,779.9</b>	<b>\$2,453.4</b>	<b>\$12,939.0</b>
Transit Shortfalls	\$2,280.3	\$1,487.9	\$1,487.9	\$5,490.0
Road Shortfalls	\$4,445.2	\$2,292.0	\$965.5	\$7,449.0
<b>Regional Program</b>	<b>\$480.7</b>	<b>\$807.9</b>	<b>\$930.6</b>	<b>\$2,550.0</b>
Regional Operations Program	\$368.9	\$621.1	\$199.8	\$800.0
Clean Air Program	\$16.8	\$16.8	\$16.8	\$200.0
Lifeline Transit	\$95.0	\$95.0	\$564.0	\$950.0
Regional Bike Program	\$0.0	\$75.0	\$150.0	\$600.0
<b>TLC/HIP</b>	<b>\$454.9</b>	<b>\$606.5</b>	<b>\$398.4</b>	n/a
<b>CMA Planning</b>	<b>\$84.0</b>	<b>\$106.7</b>	<b>\$84.0</b>	n/a
<b>Subtotal Regional Programs</b>	<b>\$7,745.1</b>	<b>\$5,301.0</b>	<b>\$3,866.4</b>	
<b>Residual for County Programs</b>	<b>\$1,070.3</b>	<b>\$3,514.4</b>	<b>\$4,949.0</b>	

Notes:

**O&M Scenario**

- 1) Transit shortfall assumes Score 16+/major PM
- 2) All pavement shortfalls (MTS/non-MTS)
- 3) Regional Programs at current sustained levels
- 4) Lifeline transportation at current levels
- 5) Triple TLC/HIP
- 6) CMA Planning/no T-Plus beyond current programming

**System Management/Liveable Communities Scenario**

- 1) Transit shortfall assumes Score 16+ only/no major PM
- 2) MTS/Arterials/Collectors-Pavement/Non-Pavement
- 3) Regional Programs at enhanced levels
- 4) Quadruple TLC/HIP
- 5) Add regional bike/ped program - closes regional bike network shortfall
- 6) Lifeline transportation at current levels
- 7) CMA Planning and T-Plus

**System Expansion Scenario**

- 1) Transit shortfall assumes Score 16+/no major PM
- 2) MTS Pavement/Non-Pavement
- 3) Regional Programs w/cost savings
- 4) CMA Planning/no T-Plus beyond current programming
- 5) Double TLC/HIP
- 6) Expand regional bike/ped program

Preliminary Draft

T-2030 Remaining Uncommitted County Funding Shares by Scenario

County	Operations and Maintenance	System Management	System Expansion	2001 RTIP (Track 1)
Alameda	\$ 287.7	\$ 414.3	\$ 706.0	\$ 516.9
Contra Costa	\$ 45.6	\$ 211.7	\$ 500.4	\$ 420.3
Marin	\$ (62.0)	\$ 54.3	\$ 136.3	\$ 105.0
Napa	\$ (57.0)	\$ 38.9	\$ 66.4	\$ 91.8
San Francisco	\$ (1,290.3)	\$ (109.8)	\$ 36.7	\$ 256.3
San Mateo	\$ 204.2	\$ 277.7	\$ 441.3	\$ 388.7
Santa Clara	\$ 683.4	\$ 851.7	\$ 1,318.8	\$ 1,043.1
Solano	\$ 46.2	\$ 124.7	\$ 356.9	\$ 240.2
Sonoma	\$ (296.9)	\$ 49.1	\$ 253.5	\$ 291.8
<b>Subtotal</b>	<b>\$ (331.4)</b>	<b>\$ 1,912.7</b>	<b>\$ 3,816.3</b>	<b>\$ 3,354.1</b>
<b>Plus ITIP</b>	<b>\$ 1,132.7</b>	<b>\$ 1,132.7</b>	<b>\$ 1,132.7</b>	<b>\$ 1,263.0</b>
<b>Plus Prop. 42 STA - Pop</b>	<b>\$ 469.0</b>	<b>\$ 469.0</b>	<b>\$ -</b>	
<b>County Totals</b>	<b>\$ 1,070.3</b>	<b>\$ 3,514.4</b>	<b>\$ 4,949.0</b>	<b>\$ 4,617.1</b>

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**Options for Addressing County Uncommitted Deficits in O&M and System Management Scenarios:**

- 1) Assume passage of San Francisco sales tax measure in November 2003 and/or;
- 2) Partially fund BART/Muni/Golden Gate shortfalls; and/or
- 3) Partially funds local road shortfalls

**Regional Program Investment Strategies**  
**Prepared by Bay Area Congestion Management Agency Directors**  
 October 28, 2003

1. Funds Available for Investment – Identified as **\$8.815** billion total

A. Limited Discretion

Funding Category	Amount (billions)
TEA Fund – County	\$0.164
TEA Fund – MTC	\$0.095
ITIP	\$0.496
Proposition 42 ITIP	\$0.637
STA Population	\$0.284
Prop. 42 STA Population	\$0.280
AB 434 (Regional Funds)	\$0.281
AB 434 (Local Funds)	\$0.190
<b>Total Limited Discretion</b>	<b>\$2.427</b>

B. Expanded Discretion

RTIP County Shares	\$2.234
Prop. 42 RTIP	\$1.812
<b>Total Expanded Discretion</b>	<b>\$4.046</b>

C. Flexible Funds

STP	\$1.256
CMAQ	\$1.086
<b>Total Flexible Funds</b>	<b>\$2.342</b>

**ISSUES PERTAINING TO THE T2030  
RAISED BY THE BAY AREA CONGESTION MANAGEMENT AGENCY DIRECTORS  
10/28/03**

1. There is already an enormous financial commitment to maintaining and operating the existing transportation system (80% of available funds over the next 25 years) and the funds needed to fully address transit capital replacement and local streets and roads maintenance funding shortfalls far outstrip available flexible funds.
2. Under 2001 RTP policy and several of the illustrative scenarios for allocating uncommitted funding in T 2030, would leave little or no funding for the nine Bay Area counties and Caltrans to address critical congestion relief, system expansion or mobility projects.
3. The estimated capital costs to improve and better manage the region's freeway and highway infrastructure and major transit facilities have not been identified or included as part of the region's collective funding shortfall.
4. Consistent with SB 45, County RTIP funds are needed by CMAs to invest in the most critical congestion relief, operational, intermodal, and safety projects, and in that context to provide local matches for State SHOPP and ITIP funds, federal earmarks and locally generated funds.
5. Several categories of funds identified by MTC as available for new investments actually have limited discretionary flexibility and/or are programmed by entities other than MTC. In addition, several of these sources have relatively small amounts of funds available (such as AB 434 regional and local funds, STA Population funds, and TEA funds).
6. The project priorities and rehabilitation and maintenance needs of each of the nine counties vary greatly. MTC's process for addressing the funding shortfalls identified in the RTP needs to recognize that each of the counties is best positioned and requires the flexibility to address, balance, and prioritize the funding shortfalls for transit capital replacement, local streets and roads maintenance, corridor management, regional and local bikes and pedestrian projects, TLC, and other new investments at the county level.
7. Fiscal accountability on the part of local project sponsors, local governments and transit operators needs to be discussed as part of the RTP and the allocation of regional transportation funds. Regional funding should not be used to offset declines in productivity.

8. The maintenance needs of multi-county transit operators with significant capital replacement needs (such as BART's seismic retrofit) must be considered and addressed on a multi-county and/or regional basis.
9. Where the value of continuing investment has been demonstrated, the continuing funding needs of MTC's regional programs needs to be supported.
10. The MTC/CMA land use/transportation program (TLC/HIP) and initiative (T-Plus) needs to be funded and supported.



DATE: October 31, 2003  
TO: STA Board of Directors  
FROM: Mike Duncan, Director for Projects  
RE: Highway Projects Status Report  
1) I-80/I-680/SR 12 Interchange  
2) North Connector  
3) I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7  
4) I-80/I-680/I-780 Transit Corridor Study  
5) Caltrans Auxiliary Lanes Project  
6) Jepson Parkway  
7) Highway 37  
8) Highway 12 (Jameson Canyon and 12/29 Interchange)  
9) Highway 12 (East)  
10) I-80 Widening (Dixon to Vacaville)

**Background:**

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The State Budget that was passed in early August provided transportation funds for ongoing projects in Solano County; however, new STIP and TCRP allocations have been suspended indefinitely. The California Transportation Commission (CTC) voted to continue funding for Traffic Congestion Relief Program (TCRP) projects with current allocations. The I-80/I-680/SR 12 environmental studies, the North Connector environmental studies, the Jameson Canyon environmental studies and the purchase of a ferry continue to receive reimbursements from the state and are expected to be funded through the existing allocations.

**Discussion:**

The following provides an update to major highway projects in Solano County:

1) *I-80/I-680/SR 12 Interchange PA/ED.* This project continues on schedule. The environmental phase of this project is totally funded by a TCRP grant (\$8.1M) and funds have been allocated by the CTC. The environmental studies are underway by a joint venture of MTCO/Nolte. The Environmental Scoping Meeting and transportation "open house" were held on May 12<sup>th</sup>. The technical analysis portion of the study to evaluate the truck scales relocation has been completed (see related Agenda Item). The PA/ED phase of this project will not be complete until late 2006.

2) *North Connector PA/ED.* This project continues on schedule. As with the Interchange project, environmental studies are underway. Additional needed environmental studies have been identified for areas adjacent to the Red Top Road/SR 12 intersection and the consultant has been directed to proceed with these studies. The environmental phase of this project is also totally funded by a TCRP grant (\$2.7M) and funds have been allocated by the CTC. Korve Engineering was selected for the PA/ED phase for the North Connector. The Environmental Scoping

Meeting and transportation open house were held on March 6<sup>th</sup> in Fairfield. The final alignment of a portion of the North Connector is dependent on the outcome of the truck scales relocation study and the decision regarding the future location of truck scales. The PA/ED phase of this project is scheduled for completion in December 2004.

3) *I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7.* Korve Engineering was selected to complete this last phase of the I-80/680/780 Corridor Study. This project is funded with a State Planning and Research (SP&R) grant for \$300,000, STIP Planning, Programming and Monitoring (STIP-PPM) funds for \$60,700, and Federal Surface Transportation Program (STP) funds for \$380,000. The short-term and mid-term projects have been identified and prioritized and approved by the STA Board. The long-term projects have been identified and the prioritization process is underway. The operational analysis part of this study will facilitate integrating all segments of the corridor into a final summary document that recommends near-term and long-term project phasing for the whole corridor, emphasizing lane balance throughout the corridor, not just in individual segments. The summary document will also incorporate the findings/recommendations from the Transit Corridor Study (see below) and the Truck Scales Relocation Study into recommendations for the corridor. The Existing Conditions Report, Operational Analysis, prioritized Mid-Term Projects list and Long-Term Projects list are complete. The study is scheduled for completion in March 2004.

4) *I-80/I-680/I-780 Transit Corridor Study.* This project is funded with a State Planning Congestion Relief Program (PCR) grant for \$275,000. Wilbur Smith Associates was selected to complete the I-80/680/780 Transit Corridor Study, a complementary study to the highway corridor study. The Transit Corridor Study identified specific locations for park and ride lots that have been incorporated into both the Near-term and Long-Term projects lists. The consultant is currently evaluating the intercity and regional transit needs for the entire interstate corridor and developing detailed, multi-modal implementation strategies and cost estimates along the entire corridor. This study is scheduled for completion in December 2003.

5) *Caltrans Auxiliary Lanes Project.* Caltrans is the project manager for this project. The project was advertised for bids on September 2, 2003 with bid openings in November 2003. It is funded through the Interregional Transportation Improvement Program (ITIP) for \$14.3M and the State Highway Operations and Protection Program (SHOPP) for \$8.306M. This project was allocated full funding by the CTC in May. This project adds one lane in each direction between I-680 and SR 12 East and also provides a two-lane ramp between I-80 and I-680 in both directions. Caltrans is currently developing a construction strategy to minimize impacts on motorists and construction downtime while still meeting the estimated construction completion date of late 2005, prior to the opening of the new span of the Benicia-Martinez Bridge.

6) *Jepson Parkway.* The Environmental Impact Study (EIS) is underway for the Jepson Parkway with scheduled completion in 2004. Several segments of the project have been completed, including the Vanden/Peabody intersection realignment in Fairfield, replacement/widening of three bridges in Vacaville, and Leisure Town Road improvements in Solano County. Additionally, the Walters Road widening segment in Suisun City has received construction authorization for federal funding and should be advertised for construction this Fall. The next segment scheduled for construction, the I-80/Leisure Town Road Interchange, has been delayed by the decision of the CTC to suspend new STIP allocations. The CTC decided at their September meeting to continue the moratorium on new STIP allocations. This project is currently the number one priority project in Solano County to receive a STIP allocation.

7) *Highway 37*. Phase 2 and Phase 3 are under construction and proceeding on schedule. Phase 2 provides four lanes from the Napa River Bridge to SR 29 and is scheduled to be complete by January 2005. Phase 3 constructs the SR 37/29 interchange and is scheduled to be complete by December 2005. The project is fully funded with \$62M in ITIP and STIP funds that have been allocated by the CTC. The recently passed State Budget should allow this project to proceed as scheduled. The contracts for both Phase 2 and Phase 3 were awarded to O.C. Jones Construction.

8) *Highway 12 (Jameson Canyon and 12/29 Interchange)*. Caltrans is currently in the PA/ED phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC; however, Caltrans District IV has suspended the consultant contracts for this project at the direction of Caltrans Headquarters. Other than some engineering work on roadway alignments, no work is being done on this project. The STA, Napa County Transportation Planning Agency (NCTPA), and Caltrans have discussed a Cooperative Agreement that will allow STA and NCTPA to take over this project using TCRP funds that have been allocated for this project. A Caltrans value analysis meeting was held on October 16, 2003 to evaluate possible roadway alternatives with the goal of identifying a "fundable" roadway project; however, no conclusions were reached at this meeting.

9) *Highway 12 (East)*. Three State Highway Operations and Protection Program (SHOPP) projects are currently underway between Suisun City and Rio Vista. The Round Hill Creek Bridge project is complete. The other two projects provide profile improvements and shoulder widening to correct safety deficiencies, as well as turning lanes at some intersections. These projects are in the preliminary design phase and the environmental documents and project reports are scheduled for completion in October 2004. Construction is scheduled for 2006-2008. The current cost estimate for the Scandia to Denverton project is \$11.5M and the cost estimate for the Denverton to Currie project is \$25M. Both projects are currently funded through the design stage and full funding is anticipated through the SHOPP program in FY 2005-06.

10) *I-80 Widening (Dixon to Vacaville)*. The project is in the PA/ED phase with Caltrans. The environmental and design phases of this project are funded with \$9M in ITIP funds; however, only funds for the environmental phase have been allocated. A Value Analysis has been completed. Three alternatives recommended in the value analysis are currently being evaluated in the environmental documents.

**Recommendation:**  
Informational.



Date: October 31, 2003  
TO: STA Board of Directors  
FROM: Mike Duncan, Director for Projects  
RE: Jameson Canyon Project - Update

**Background:**

The Jameson Canyon Project will upgrade SR 12 between I-80 and SR 29 from a two-lane highway to a four-lane highway. The project also includes interchanges at both SR 29 and Red Top Road. Caltrans District 4 is the lead agency for preparing the Project Report and Environmental Documents for the Jameson Canyon project. Caltrans' original schedule anticipated environmental clearance in 2005 and construction in 2009; however, funding for this project has not been identified. The PA/ED and PS&E for this project are funded with \$7.0M from the Traffic Congestion Relief Program (TCRP). Caltrans has been allocated \$4.1M of the \$7.0M for the PA/ED phase. The availability of the remaining \$2.9M is doubtful due to the status of the TCRP.

Although Caltrans has a TCRP allocation for the PA/ED, other constraints placed on the District by HQ Caltrans make it very difficult for Caltrans to hire environmental consultants needed to supplement their in-house environmental staff. At a meeting on September 11, 2003, Caltrans indicated that it would be very difficult for Caltrans to complete the environmental work for the Jameson Canyon project due to a lack of in-house resources. Caltrans indicated that the TCRP funds remaining on the project may need to be "transferred" to either STA or NCTPA to continue with the PA/ED phase of this project.

**Discussion:**

The segment of SR 12 between I-80 and SR 29 has been classified by Caltrans as a future expressway. As such, Caltrans has completed initial designs for a four-lane expressway with an estimated cost of \$262M, well above the \$119M estimate being used as recently as May 2002. Although this project was identified as a Track 1 project in the 2001 RTP, this significant increase in estimated project costs jeopardizes this project as a Track 1 project in the 2005 RTP (Transportation 2030) unless the estimated project costs can be drastically reduced.

In an effort to identify ways to reduce costs, Caltrans conducted a modified Value Analysis (VA) session on October 16, 2003. Although the VA process has not been completed, initial results indicate that a four-lane conventional roadway, instead of an expressway, may be required in order to develop a "fundable" project that can be included as a Track 1 project. However, changing from an expressway design to a conventional design requires concurrence from Caltrans (both District 4 and Headquarters) and possibly revisions to an existing State statute.

In addition to improving one of the two critical corridors between Solano County and Napa County, improvements to Jameson Canyon are also critical to congestion relief in the I-80/I-680/SR12 Interchange area. The environmental phase for the Jameson Canyon project will identify the type of interchange that will be needed at SR 12 and Red Top Road, the future connection point for the North Connector to SR 12 west. Because of the importance of the Jameson Canyon to passenger and goods movements between Solano and Napa Counties and the impact on the I-80/I-680/SR12 Interchange projects, continuation of the environmental phase of the Jameson Canyon project is imperative either by Caltrans (in-house or through consultants) or by STA and Napa County if the allocated TCRP funds can be transferred from Caltrans to a CMA.

Transfer of the remaining TCRP funds and lead agency status to STA or NCTPA may be the only viable alternative for continuing the PA/ED for the Jameson Canyon project. Although this approach is potentially the only viable alternative for continuing to move forward with the environmental process, several issues must be resolved prior to accepting this approach. The primary issues include:

1. A fundable project concept must be developed that is acceptable to Caltrans.
2. Available funding to complete the PA/ED must be identified. Of the \$4.1M in TCRP funds allocated for the PA/ED, approximately one half of the funds have been expended. If the remaining funds are insufficient to complete the environmental phase, additional fund sources must be identified to complete the environmental documents and project report for the project.

STA continues to work with NCTPA and Caltrans District 4 to complete the Value Analysis process to identify a fundable project. Results of the VA and further discussions regarding the PA/ED will determine how the Jameson Canyon project continues to move forward.

**Recommendation:**  
Informational.



Date: October 31, 2003  
TO: STA Board of Directors  
FROM: Mike Duncan, Director for Projects  
RE: 2004 State Transportation Improvement Program (STIP)

**Background**

The development of the 2004 Regional Transportation Improvement Plan (RTIP) started in June 2003 and continues through March 2004. The Metropolitan Transportation Commission (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. After we receive the fund estimate, STA 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**

The Draft 2004 STIP Fund Estimate was scheduled to be presented to the CTC on October 30, 2003; however, the presentation was delayed to the November 18, 2003 CTC meeting to give the new administration adequate time to review the fund estimate. Even with the delay in releasing the fund estimate, project nomination sheets will still be due to MTC on December 19, 2003. The Draft 2004 STIP Fund Estimate presented at the November CTC meeting will allow STA to start working with member agencies to identify the projects that will be submitted in December. Due to the small amount of time between the release of the fund estimate and the due date for project nominations, a special meeting of the TAC will be required to develop the proposed 2004 STIP program for Solano County. The proposed program will be presented to the Board of Directors in December.

On October 15, 2003, a special CMA meeting was held to discuss the 2004 STIP. MTC indicated that the 2004 STIP will probably be a "Zero STIP" in that no additional funds will be available to counties beyond what is currently programmed through the 2002 STIP (see Attachment B). Additionally, the STIP funds available to the Region will be identified specifically for each year of the 2004 STIP (FY 04-05 through FY 08-09).

Solano County (as well as all other counties) will be required to “spread out” the remaining projects programmed in the 2002 STIP (including those from FY 02-03 and FY 03-04 that are on the CTC “Pending” list) over the five years of the 2004 STIP. Additionally, STA will work with the other CMA’s and MTC to establish priorities for funding STIP projects in the region to ensure that Solano County receives an equitable distribution of funds in each year of the 2004 STIP.

STA will schedule special meetings of the TAC after the STIP fund estimate is received to help develop the 2004 RTIP program for Solano County.

**Recommendation:**

Informational.

Attachment

- A. Proposed 2004 RTIP Schedule
- B. Solano County 2002 STIP (as Amended)

<b>PROPOSED REVISED 2004 RTIP Metropolitan Transportation Commission Regional Transportation Improvement Program Proposed Development Schedule REVISED 08-15-2003</b>	
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

**2002 State Transportation Improvement Program (STIP)**  
**As Amended**  
**Solano Transportation Authority**

Projects	Proposed STIP Funding (Dollars in 000's)					
	FY02/03	FY03/04	FY04/05	FY05/06	FY06/07	Total
<b>New</b>						
Road Rehabilitation (8 Separate Projects)					2,000.0	2,000.0
- Benicia, West "K" Street Overlay (\$154K)						
- Dixon, South Lincoln Street Overlay (\$105K)						
- Fairfield, Hillborn Pavement Improvements (\$364K)						
- Rio Vista, Front Street Rehabilitation (\$74K)						
- Solano County, Various Roads Overlay (\$393K)						
- Suisun City, Pavement Rehabilitation (\$140K)						
- Vacaville, Nut Tree Road Resurfacing (\$342K)						
- Vallejo, Lemon Street Rehabilitation (\$428K)						
Dixon Multi-Modal		400.0				400.0
Fairfield Vacaville Rail Station		125.0	2,125.0			2,250.0
Bahia Viaduct		1,000.0				1,000.0
Benicia Intermodal Transportation Station		225.0	1,100.0			1,325.0
Air Base Parkway - Peabody Rd. to Travis AB*	645.0					645.0
North Texas Street - Travis Blvd. To AB*	362.0					362.0
Central Way - Ritchie Rd to Pittman Rd**	158.0					158.0
<b>Amended</b>						
1% PPM	214.0	75.0				289.0
I-80 Reliever/Jepson Parkway ***	300.0	4,650.0	2,650.0	8,800.0	6,900.0	23,300.0
Vallejo Ferry Terminal ****	125.0		1,200.0	3,000.0	3,100.0	7,425.0
Baylink Ferry Maintenance Facility		425.0				425.0
I-80/680 Interchange Project				7,200.0	4,535.0	11,735.0
<b>Totals</b>	<b>1,804.0</b>	<b>6,900.0</b>	<b>7,075.0</b>	<b>19,000.0</b>	<b>16,535.0</b>	<b>51,314.0</b>

\* This project is part of a STIP/STP Swap to provide \$1.165 million in funding for the I-80/I680/I780 Corridor Study which is the difference between the \$40.014 million and the \$38.849 million.  
\*\* This project is part of the STP/STIP swap; however, the project could not be allocated in FY 02-03 and the decision was made to let it lapse and reprogram a future project for Fairfield.  
\*\*\* This project had \$100K lapse for the Walters Road R/W. An allocation could not be received in FY 02-03, therefore Federal funds were used and the \$100K allowed to lapse.  
\*\*\*\* This project had \$125K lapse.



Date: October 31, 2003  
TO: STA Board of Directors  
FROM: Mike Duncan, Director for Projects  
RE: Proposed Regional Project Delivery Policy for TEA 21 Reauthorization

**Background:**

The Bay Area has had an excellent record for project delivery over the six-year period of Transportation Equity Act for the Twenty-First Century (TEA-21). The region delivered 110 percent of the federal Obligation Authority (OA) and 100 percent of the federal apportionment during this period.

**Discussion:**

In an effort to maintain the excellent delivery record and to ensure the maximum amount of federal funds continue to flow to the region for the TEA-21 Reauthorization, MTC and the Bay Area Partnership have revised the regional policies for project delivery. The proposed policy will strengthen the region's ability to deliver projects and will establish standard guidance for all regional STP and CMAQ programming cycles.

Although the region has been very successful in delivering federally funded projects, project packages submitted to Caltrans Local Assistance have been delayed often due to a variety of factors. Late submittal of project paperwork makes it very difficult for Caltrans Local Assistance to ensure the project can be submitted to Caltrans Headquarters and FHWA (or FTA) prior to the deadlines established by these agencies. Additionally, staffing for the Caltrans Local Assistance Office at District 4 has been reduced by 10 positions from 38 to 28. The proposed policy changes provide a more structured schedule for project submittals, allowing Caltrans Local Assistance to more effectively process requests from local agencies.

The primary changes from the current Project Delivery Policy are as follows:

- Funds must be obligated the same year as programmed in the TIP.
- Field reviews must be requested within 6 months of MTC's approval of the project in the TIP.
- Complete environmental submittal to Caltrans 12 months prior to obligation deadline.
- New submittal and obligation deadlines.
- New encumbrance/liquidation/project close-out deadlines.
- Sponsors with inactive projects may be subject to OA or programming limitations.

The goal of the proposed policy is to ensure the Bay Area continues to receive the maximum amount of federal funding in the TEA-21 Reauthorization by continuing to emphasize timely project delivery.

**Recommendation:**

Informational

Attachments

- A. Summary of proposed Policy Changes
- B. Proposed Regional Project Delivery Policy



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Local Streets and Roads Committee

DATE: October 3, 2003

FR: MTC – Pavement Management Program

RE: Summary of Draft Proposed Regional Project Delivery Policy for TEA 21 Reauthorization

This is a summary of the key points made in the draft proposed Regional Project Delivery Policy for TEA -21 Reauthorization (MTC memo dated 9/15/2003 to Partnership Technical Advisory Committee).

### Continuation of Existing Regional Project Delivery Policies (MTC Resolution 3239):

- No extension of regional obligation deadline.
- CMAs may direct funds from delayed or failed projects to new projects before the obligation deadline.
  - **IMPORTANT: Project Sponsor must inform CMA before April 1<sup>st</sup> to make sure there is time for CMA to submit a substituted project.**
- Commission has discretion to redirect funds from delayed or failed projects in the regional competitive programs (such as TLC, TravInfo, etc) to different projects before the obligation deadline.
- Funds not obligated by regional deadline return to the Commission for reprogramming at its discretion.
- Cost savings from project returned prior to the obligation deadline may be redirected by CMA for formula-based programs, or redirected by MTC for regional competitive programs. Funds returned after obligation deadline will be redirected at MTC's discretion to either program.
- Project sponsor must ensure regional obligation deadline will be met at the time of programming.

### Proposal of New Regional Project Delivery Policies:

- Funds must be obligated in the same fiscal year as programmed in the TIP.
- Field Reviews must be requested within 6 months of MTC's approval of project in the TIP.
- Complete Environmental submittal to Caltrans 12 months prior to obligation deadline.
- New Submittal and Obligation deadlines:
  - ✓ **April 1<sup>st</sup>** – Submittal Deadline: Complete package submittals (E-76 fund request and supporting documents) must be received by Caltrans by April 1<sup>st</sup>. Project will receive first priority against available OA (funds).
  - ✓ **April 2<sup>nd</sup> – June 30<sup>th</sup>**: Projects received during this period are in risk of losing funding and subject to deprogramming.
  - ✓ **June 30<sup>th</sup>** – Regional Obligation Deadline: Funds not obligated by June 30<sup>th</sup> will be returned to MTC. Projects are deprogrammed.

- **Encumbrance/Liquidation/Project Close-Out Deadlines:**
  - ✓ Funds must be encumbered within 1 state fiscal year after obligation. (Encumbrance = project sponsor received an executed Program Supplemental from the State)
  - ✓ Construction/Equipment contract must be awarded within 1 state fiscal year after obligation.
  - ✓ Funds must be liquidated (expended, invoiced and reimbursed) within 4 state fiscal years after obligation.
  - ✓ Project must be accepted and closed out within 5 state fiscal years after obligation.

MTC	State FY 1	State FY 2	State FY 3	State FY 4	State FY 5	State FY 6
Milestone Deadline	June 30					

<b>Programming</b>	[REDACTED]					
<b>Obligation</b>	[REDACTED]					
<b>Encumbrance</b>	[REDACTED]					
<b>Award</b>	[REDACTED]					
<b>Liquidation</b>	[REDACTED]					
<b>Project Close-Out</b>	[REDACTED]					

- **Inactive Projects:** Project sponsors with inactive projects are subject to limitations on future OA for subsequent projects, and/or restrictions on future programming.

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METROPOLITAN  
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## *Memorandum*

- **REVISED** -

TO: Partnership Technical Advisory Committee

DATE: September 15, 2003

FR: Ross McKeown

RE: Draft Proposed Regional Project Delivery Policy for TEA-21 Reauthorization STP and CMAQ Funds

### **Background**

The MTC region has maintained an excellent project delivery record, delivering 110 percent of the federal Obligation Authority (OA), and 100 percent of federal apportionment level during the six-year period of the federal Transportation Equity Act for the Twenty-First Century (TEA-21). This outstanding delivery record is due to the hard work of project sponsors, Caltrans Local Assistance and the regional delivery policies developed by MTC and the Bay Area Partnership. In an effort to maintain this delivery record for the TEA-21 Reauthorization and assure the maximum amount of federal funds continue to flow into the region, MTC and the Bay Area Partnership have revised the existing regional delivery policies. These revisions respond to increased scrutiny for federal and state funding deadlines, the current economic environment, and anticipated future federal and state policies regarding the availability of transportation funding.

Over the past six months, the Project Delivery Task Force of the Finance Working Group (FWG) has developed a project delivery policy for the TEA-21 Reauthorization period. The proposed policy was presented to the Finance Working Group at its September 3, 2003 meeting. Following input from the Partnership Technical Advisory Committee (PTAC), the policy will be submitted to MTC for approval and become the regional project delivery policy for regional Surface Transportation Program (STP), and Congestion Management and Air Quality (CMAQ) funds for the TEA-21 reauthorization period.

We are seeking input from the Partnership TAC on this proposal prior to taking it to the Programming and Allocations Committee on October 8, 2003, for adoption by the Commission on October 29, 2003.

### **Benefits of the TEA-21 Reauthorization Project Delivery Policy:**

- Strengthens the region's ability to meet AB 1012 requirements, thus minimizing the risk of losing federal transportation funding. The policy provides flexibility for the Congestion Management Agencies (CMAs) to swap delayed projects with projects ready to use the funding.
- By holding firm on obligation deadlines, the region has been able to obligate all of its TEA-21 STP and CMAQ OA and apportionment in a timely manner. This demonstrated

success in the delivery of regional transportation projects will support requests for additional federal funding for the region.

- The policy establishes standard guidance to be applied for all regional STP and CMAQ programming cycles. A standardized policy makes it easier for project sponsors, MTC staff and Commissioners to implement project delivery strategies consistently among the programmed projects. All STP and CMAQ funds are treated alike, regardless of the cycle in which they were programmed.
- The policy minimizes the potential loss of federal funding to the region due to missed federal or state deadlines by establishing regional deadlines ahead of state and federal deadlines.
- The policy builds upon the regional TEA-21 delivery policy, which assisted the region and sponsors in delivering to the full apportionment level of TEA-21.

**Existing Regional Project Delivery Policies (MTC Resolution 3239) Continued in TEA-21 Reauthorization Delivery Policy:**

- The obligation deadline may not be extended. The funds must be obligated by the established deadline or the funds will be de-programmed from the project and redirected to a project that can use the funds in a timely manner.
- Within the formula-based programs (i.e. county guaranteed funding returned to counties based on a population share) the CMAs may redirect funds from delayed or failed projects to new projects, up to the final obligation deadline. The substituted projects must still obligate the funds within the original deadline.
- For funding programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the 3% planning funds for CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects to different projects, up to the final obligation deadline.
- Funds not obligated by the regional deadline return to the Commission for reprogramming at its discretion. In selecting projects to receive the redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, it could direct funding to agencies with proven on-time project delivery, or it could identify other projects with merit to receive the funding.
- From time to time projects may be completed at a lower cost than anticipated. In such circumstances, the project sponsor must notify MTC, Caltrans and the appropriate CMA(s) that remaining funds will be unused. Funds returned prior to the obligation deadline, may be redirected at the discretion of the CMA for guaranteed formula-based programs, or redirected by MTC for regional competitive programs. Funds returned after the obligation deadline will be reprogrammed at the discretion of MTC regardless of whether the funds were programmed in a guaranteed formula-based program or regional competitive-based program.

- Projects selected to receive funding must demonstrate the ability to use the programmed funds by the established deadlines. It is the responsibility of the project sponsor, at the time of programming, to ensure the regional deadlines can be met.

**Proposed New Policies for TEA-21 Reauthorization Project Delivery Policy:**

- **Funds to be Obligated in the same Fiscal Year as Programmed in the TIP**

**Delivery Issue**

Projects are currently programmed in cycles ranging from one to three years. Under current regionally established deadline requirements, the project sponsor may request an obligation of the federal funds anytime prior to the established deadline. However, federal Obligation Authority (OA) and State Budget Authority (SBA) limit the amount of federal funds available each year. Matching the annual supply and demand of OA and SBA is difficult because project sponsors may request an obligation of funds in any year prior to the deadline. When OA or SBA are exhausted for a given fiscal year, sponsors intending to obligate funds must wait for the next release of OA or SBA or proceed through Advance Construction (AC).

**Proposed Policy**

Program STP and CMAQ funds in the Transportation Improvement Program (TIP) in the fiscal year the funds will be obligated or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP), up to the apportionment level for that fiscal year. This will improve the likelihood that OA and SBA will be available for projects that are programmed in a particular fiscal year. Obligations for funds programmed in future years will be permitted only upon the availability of surplus OA and SBA in a particular year, with current programmed projects meeting delivery deadlines having priority for OA in a given year. Sponsors wishing to advance projects may request Advance Construction (AC) authorization from Caltrans (or pre-award authority from the Federal Transit Administration) to proceed with the project using local funds until OA becomes available.

- **Field Reviews**

**Delivery Issue**

Project sponsors frequently wait until deadlines are approaching before implementing a project. Unfortunately, it may not be apparent that certain state or federal permits or documentation are required until the project is underway. The purpose of a field review is to ascertain the requirements of a project early in the project development process, to allow sufficient time so as not to delay the timely use of funds.

**Proposed Policy**

Project sponsors are required to request a field review within 6 months of MTC's approval of the project in the TIP for all federal-aid projects receiving funding through the STP and CMAQ programs that are subject to AB 1012 or regional obligation deadlines. This policy also applies to federal-aid projects in the STIP. The requirement

would not apply to projects for which a field review would not be applicable (FTA transfers, regional customer service projects and planning activities).

Failure for a project sponsor to make a good-faith effort in scheduling and/or obtaining a field review from Caltrans Local Assistance within six months of programming into the TIP could result in the funding being subject to reprogramming.

- **Complete Environmental Submittal to Caltrans 12 months prior to Obligation Deadline**

**Delivery Issue**

The environmental approval process is often the most time and resource intensive element of project delivery. If the process is not initiated early enough or if unforeseen delays occur, meeting the obligation deadline, and project delivery schedule is difficult.

**Proposed Policy**

Twelve months prior to the obligation deadline, a complete environmental submittal to Caltrans for all projects except those determined *Programmatic Categorical Exemption* (as determined by Caltrans at the Field Review) is required. This policy creates a more realistic time frame for projects to progress from the Field Review through the environmental process to the request for obligation of right of way and construction funds. If the environmental process, as determined at the Field Review, will take longer than 12 months before obligation, the sponsor is responsible to deliver the complete environmental submittal in a timely manner. Failure to comply with this policy could result in the funding being subject to reprogramming. The requirement does not apply to FTA transfers, regional customer service projects and planning activities.

- **Annual Obligation/Submittal Deadlines**

**Delivery Issue**

MTC has adopted a policy to program to apportionment rather than the level of Obligation Authority (OA). This allows for some projects to fail, without affecting overall program delivery. Programming to apportionment is also consistent with the provisions of AB 1012 which require delivery based on apportionment levels rather than OA levels. MTC and Caltrans District 4 Local Assistance need an accelerated delivery schedule at the close of each federal fiscal year to manage the aggressive programming policy and assure that the region takes advantage of all available OA, including advances from future years and unused OA that may be redirected from other regions.

**Proposed Policy**

STP and CMAQ funds will be subject to an obligation/FTA transfer request submittal deadline of April 1<sup>st</sup>, and an obligation deadline of June 30<sup>th</sup> of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed, and receive an obligation/FTA transfer of the funds by June 30<sup>th</sup>. For example, projects programmed in FY 2005-06 have an obligation/FTA Transfer request submittal deadline (to Caltrans) of April 1, 2006 and an obligation/FTA Transfer deadline of June 30, 2006. Projects programmed in FY 2006-07 have an obligation

request submittal deadline (to Caltrans) of April 1, 2007 and an obligation/FTA transfer deadline of June 30, 2007.

- **Regional Submittal Deadline:** April 1 – Implementing agency required to submit complete package to Caltrans (3 months prior to the Regional Obligation Deadline)
- **Regional Obligation Deadline:** June 30 (Advanced 3 months from TEA-21 schedule)
- No extensions

**April 1** is the regional submittal deadline. Complete package submittals received by April 1 of the fiscal year programmed in the TIP will receive first priority for obligations against available OA.

**April 2 – June 30** Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects will compete with projects advanced from the next fiscal year. If OA is not available, these projects would compete with projects advanced from the next fiscal year on a first come-first serve basis.

**June 30** is the regional obligation deadline. Funds not obligated/transferred to FTA by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be approved.

In order to assure funds are obligated/transferred to FTA, the implementing agency is required to deliver a complete funding obligation/FTA Transfer request package to Caltrans Local Assistance by April 1 of the year the funds are programmed in the TIP. Projects with complete packages delivered by April 1 of the programmed year will have first priority to available OA. If the project is delivered after April 1 of the programmed year, the funds will not be the highest priority for obligation in the event of Obligation Authority (OA) limitations, and will compete with projects advanced from future years for limited OA. Fund obligation/FTA transfer requests submitted after April 1 will be viewed as subject to reprogramming.

The Congestion Management Agencies (CMAs) may adjust programming up until April 1 of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA.

- **Expenditure/Liquidation/Project Close-Out Deadlines**

**Delivery Issue**

Federal regulations require that STP and CMAQ funds (among other federal funds) be obligated within four years, including the fiscal year of apportionment. Funds not obligated within this time frame are permanently lost to the state. Generally under federal regulations, these funds are available for expenditure and reimbursement for up to ten years following obligation, however, the State has imposed a more restrictive timeframe.

Under Section 182.6(b) of the California Streets and Highway Code, federal funds apportioned to a region shall remain available for obligation for three years, including the year of apportionment. Federal funds not obligated within this time frame are

permanently lost to the region. Furthermore, Section 16304 of the California Government Code requires that federal funds obligated to a project must be encumbered (approved funding agreement with the state) within three state fiscal years, including the year of obligation, and requires that these funds be liquidated (expended, invoiced and reimbursed) within four state fiscal years including the state fiscal year of encumbrance. Funds not meeting the encumbrance or liquidation deadlines are permanently lost to the region, unless reappropriated by the State Legislature in each state budget thereafter, or entered into a Cooperative Work Agreement (CWA) with the State of California, Department of Finance (for a one-time one-year extension). In the past, these funds have been routinely reappropriated. However, due to the current state financial climate, and concerns with timely use of funds issues, the California Department of Finance is enforcing the encumbrance and liquidation deadlines. There is no guarantee the funds will be reappropriated or included in a CWA beyond the four-year liquidation deadline.

Most projects can be completed well within the State's seven-year deadline for project close-out. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than a few years. It is expected that projects will be closed out within a reasonable time following project completion. The State of California Department of Finance has demonstrated resistance in approving reappropriations within the State Budget, or Cooperative Work Agreements, for agencies with inactive projects, or projects that have not been closed out in a timely manner.

#### **Proposed Policy**

STP and CMAQ funds must be encumbered by an approved State funding agreement within two state fiscal years, including the fiscal year of obligation. In addition, these funds must be fully liquidated (expended, invoiced and reimbursed) within four state fiscal years after the fiscal year in which the funds were obligated. Furthermore, the projects must be accepted and closed out within one year of the final expenditure, or within six fiscal years including the fiscal year in which the funds were obligated, whichever occurs first

The following provisions are required in order to ensure no funds are lost after obligation. Failure to meet these requirements will result in the potential loss of funding, and potential loss of reimbursement for incurred project costs. Sponsors with projects that require reappropriation in the State budget, or have projects that have been inactive for more than three years, or fail to meet the following provisions are subject to restrictions on receipt of OA for subsequent projects, and/or subject to limitations on future programming of funds until the reappropriated/ inactive projects are cleared up, or a firm commitment date is provided to Caltrans Local Assistance in order to meet the post-obligation deadlines.

- Funds must be encumbered within one year after the state fiscal year of obligation (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers.
- Construction/Equipment Purchase contract must be awarded within one year after the state fiscal year of obligation of construction funds (this requirement does not apply to FTA transfers).

- Funds must be liquidated within four years after the state fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers).
- Projects must be accepted and closed out within one year of the last expenditure, or within six fiscal years including the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers).
- For FTA projects, funds must be in approved/awarded in an FTA Grant within one year after the fiscal year in which the funds were transferred to FTA.

This post-obligation deadline policy is intended to ensure critical deadlines are not missed so funding will be available to the implementing agency for reimbursement of eligible incurred project costs. In accordance with Government Code 16304, funds that miss the state deadlines are de-obligated from the project and returned to the state. MTC Regional deadlines are in advance of the state deadlines to provide sufficient opportunity to avoid the potential permanent loss of funding.

- **Inactive Projects**

**Delivery Issue**

Most projects can be completed well within the state's seven-year deadline for project close-out. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than a few years. It is expected that funds for completed phases will be invoiced within a reasonable time of completion of work for the phase, and projects will be closed out within a reasonable time following project completion.

Project sponsors that seek reappropriation in the State Budget, or seek Cooperative Work Agreements with the State of California, Department of Finance, are less likely to obtain a favorable action if the implementing agency has inactive projects, since this puts into question the need to continue or provide additional funding for an agency that has demonstrated it is not using the funds it already has for other projects in a timely manner.

**Proposed Policy**

Implementing agencies that have projects that have not been closed out within one year of final expenditure, or have projects that remain inactive for more than two years, regardless of federal fund source, are subject to limitations on future OA for subsequent projects, and/or restrictions on future programming. Completed phase invoicing and project close-out within a reasonable time will help ensure the implementing agency remains in good standing with the state.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has purposefully established regional deadlines in advance of state deadlines, to provide the opportunity for implementing agencies, the CMAAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funds due to a missed state deadline.

**Attachment:** Proposed Regional Project Delivery Policy for TEA-21 Reauthorization

**METROPOLITAN TRANSPORTATION COMMISSION  
PROPOSED  
Regional Project Delivery Policy  
for TEA-21 Reauthorization  
STP and CMAQ Funds**

**General Policy**

The region has established deadlines for funding in the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during TEA-21 Reauthorization.

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone.

It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the Transportation Improvement Program (TIP).

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles.

Final decisions regarding the reprogramming of available funds will be made by the Commission.

**Project Cost Savings/Reductions in Scope/Project Failures**

From time to time projects may be completed at a lower cost than anticipated, or have a minor reduction in scope resulting in a lower project cost, or may not proceed to implementation. In

such circumstances, the implementing agency must notify MTC, Caltrans and the appropriate county Congestion Management Agency (CMA), within a timely manner, that the funds resulting from these 'project savings' will not be used.

Project savings accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the formula-based programs, such as county guaranteed funding returned to counties based on a population share, are available for redirection by the CMAs within the formula program, subject to Commission approval.

Project savings within regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the 3% planning funds for CMA planning activities, are available for redirection by the Commission.

For all programs, the projects using the redirected savings prior to the obligation deadline must still obligate the funds within the original deadline.

Project savings or unused funding realized after the obligation deadline return to MTC. Any funds that have been obligated but remain unused will be deobligated from the project and returned to the Commission for redirection.

### **Specific Policy Provisions**

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criteria will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, (or difficulties in meeting the provisions of the regional delivery policy) to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or permanent loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Funds to be Obligated/Transferred in the Fiscal Year Programmed in the TIP**

STP and CMAQ funds are to be programmed, up to the apportionment level for that fiscal year, in the TIP within the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP). This will improve the overall management of federal Obligation Authority (OA) within the region and improve the likelihood that OA and State Budget Authority (SBA) will be available for projects that are programmed in a particular fiscal year.

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and SBA in a particular year, with current programmed projects that have met the delivery deadlines having priority for OA in a given year. Advanced obligations will be based on the availability of OA and will not be considered until after April 1 of each fiscal year. In some years, OA may not be available for advancements until after June 30. Implementing agencies wishing to advance projects may request Advance Construction (AC) authorization from Caltrans (or pre-award authority from FTA) to proceed with the project using local funds until OA becomes available.

- **Field Reviews**

Implementing agencies are required to request a field review within 6 months of MTC's approval of the project in the TIP for federal-aid projects receiving funding through the STP and CMAQ programs that are subject to AB 1012 or regional obligation deadlines. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable (such as FTA transfers, regional customer service projects and planning activities).

Failure for an implementing agency to make a good-faith effort in scheduling and/or obtaining a field review from Caltrans Local Assistance within six months of programming into the TIP could result in the funding being subject to reprogramming.

- **Complete Environmental Submittal to Caltrans 12 months prior to Obligation Deadline**

Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined *Programmatic Categorical Exemption* as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way or construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible to deliver the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being subject to reprogramming. The requirement does not apply to FTA transfers, regional customer service projects or planning activities.

- **Obligation/Submittal Deadlines**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criteria will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by April 1 of the year the funds are listed in the

TIP. Projects with complete packages delivered by April 1 of the programmed year will have first priority for available OA. If the project is delivered after April 1 of the programmed year, the funds will not be the highest priority for obligation in the event of Obligation Authority (OA) limitations, and will compete with projects advanced from future years for limited OA. Fund obligation/FTA transfer requests submitted after the April 1 deadline will be viewed as subject to reprogramming.

Within the formula-based programs, such as county guaranteed funding returned to counties based on a population share the Congestion Management Agencies (CMAs) may adjust programming up until April 1 of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA. The substituted project(s) must still obligate the funds within the original funding deadline.

For funding programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of June 30<sup>th</sup> of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the TIP, and receive an obligation/FTA transfer of the funds by June 30<sup>th</sup> of the fiscal year programmed in the TIP. For example, projects programmed in FY 2005-06 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of April 1, 2006 and an obligation/FTA transfer deadline of June 30, 2006. Projects programmed in FY 2006-07 have an obligation request submittal deadline (to Caltrans) of April 1, 2007 and an obligation/FTA transfer deadline of June 30, 2007.

- **Submittal Deadline:** April 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).
- **Obligation Deadline:** June 30 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

**April 1 - Regional submittal deadline.** Complete package submittals received by April 1 of the fiscal year programmed in the TIP will receive first priority for obligations against available OA.

**April 2 – June 30 -** Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by June 30. If OA is limited, these projects would compete for OA with projects advanced from the following fiscal year on a first come-first serve basis, through June 30.

**June 30 - Regional obligation deadline.** Funds not obligated (or transferred to FTA) by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Authorization of Advance Construction (AC) satisfies the regional obligation deadline requirement.

- **Encumbrance/Liquidation/Project Close-Out Deadlines**

STP and CMAQ funds must be encumbered by an approved State funding agreement within one state fiscal year after the fiscal year of obligation. Furthermore, the funds must be fully liquidated (expended, invoiced and reimbursed), within four state fiscal years after the fiscal year in which the funds were obligated, and the project must be accepted and closed out within five state fiscal years after the fiscal year in which the funds were obligated.

The following provisions are required in order to ensure no funds are lost after obligation. Failure to meet these requirements will result in the potential loss of funding for reimbursement of incurred project costs.

- Funds must be encumbered within two state fiscal years including the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers.
- Construction/Equipment Purchase contract must be awarded within two state fiscal years including the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers).
- Funds must be liquidated (expended, invoiced and reimbursed) within five state fiscal years including the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers).
- Project must be accepted and closed out within one year of the last expenditure, or within six fiscal years including the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers).
- For FTA projects, funds must be approved/awarded in an FTA Grant within two state fiscal years including the fiscal year in which the funds were transferred to FTA.

Funds that miss the encumbrance, liquidation/project close out deadlines are subject to de-obligation if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance.

Implementing agencies with projects that require reappropriation in the State budget, or require a CWA from the California Department of Finance, or fail to meet the post-obligation provisions, or have projects that have been inactive for more than two years, regardless of federal fund source, are subject to MTC restrictions on receipt of OA for subsequent projects, and/or limitations on future programming of funds until the reappropriated/ inactive projects are cleared up and a firm commitment date is provided to Caltrans Local Assistance for meeting the next project milestone.

MTC	State FY 1	State FY 2	State FY 3	State FY 4	State FY 5	State FY 6
Milestone Deadline	June 30					

Programming	[REDACTED]					
Obligation	[REDACTED]					
Encumbrance	[REDACTED]					
Award	[REDACTED]					
Liquidation	[REDACTED]					
Project Close-Out	[REDACTED]					

- **Inactive Projects**

Most projects can be completed well within the state's seven-year deadline for project close-out. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than a few years. It is expected that funds for completed phases will be invoiced within a reasonable time of completion of work for the phase, and projects will be closed out within a reasonable time following project completion.

Implementing agencies that have projects that have not been closed out within one year of final expenditure, or have projects that remain inactive for more than two years, regardless of federal fund source, are subject to limitations on future OA for subsequent projects, and/or restrictions on future programming. Completed phase invoicing and project close-out within a reasonable time will help ensure the implementing agency remains in good standing.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has purposefully established regional deadlines in advance of state deadlines, to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funding due to a missed state deadline.

Although the policy is limited to the regional STP and CMAQ funds managed by MTC, the state deadlines cited apply to all federal-aid funds administered by the state. Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.



DATE: October 31, 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 in Solano County 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 has to be made before TDA funds are released for streets and roads for the five jurisdictions (Dixon, Rio Vista, County of Solano, Suisun City and Vacaville).

**Discussion:**

The STA has been working with MTC to coordinate the next Unmet Transit Needs hearing. The hearing is scheduled for **Thursday, November 6 at 6:00pm** at the Ulatis Community Center, Room A/B in Vacaville. MTC has prepared the public notice (attached) which has been distributed widely throughout Solano County and provided to the transit operators for posting on their buses and other locations. The STA has been assisting with the distribution of a flyer announcing the public hearing and Unmet Transit Needs process. Transit operators have been encouraged to attend the hearing.

**Recommendation:**

Information

Attachment:

A. Public Notice



## Attention Transit Riders

### We Want To Hear From You!

You're Invited to an Informational/Public Hearing

on

### Solano County Transit Needs

Thursday, November 6, 2003, 6 p.m.

Ulatis Community Center, Rooms A/B  
1000 Ulatis Drive • Vacaville, CA

For more information regarding the hearing,  
call MTC Public Information at  
(510) 464-7787,  
TDD (510) 464-7769.

The Metropolitan Transportation Commission (MTC) wants to hear your transit needs – both local and commuter services – in Solano County. We invite you to comment on any “unmet” transit needs in Solano County as well as offer support for services you currently use.

Unable to attend? Submit your written comments until 4 p.m. on Monday, November 17, 2003, to: MTC Public Information, 101 – 8th Street, Oakland, CA 94607 FAX (510) 464-7848, or complete the form on the back of this flyer.

**Public Transit** is available to the hearing. For information, call **Solano Napa Commuter Information** at 1-800-53-KMUTE(56883).

Specialized transportation will be provided by local transit operators with advanced reservations.

For Vallejo and Benicia residents, please call **Run About** at (707) 649-1999. All other county residents call **Solano Paratransit** at (707) 429-2400.

*See reverse for driving directions*



MTC is the transportation planning and financing agency  
for the nine-county San Francisco Bay Area.

**Driving Directions to  
Vacaville's Ulatis Community Center**

1000 Ulatis Drive • Vacaville, CA

Rooms A/B

The Ulatis Community Center is located near the corner of Ulatis Drive and Allison Drive. This Community Center consists of a library, theater, and public meeting rooms. The public meeting rooms are located on the right side of the facility when viewed from the parking lot. This meeting will be held in Rooms A/B. Free public parking is located on-site.

- **Driving Directions from West I-80 (from Sacramento)**

Take the Monte Vista/Allison exit. Follow the left fork of the off-ramp until reaching Monte Vista. Turn left onto Monte Vista Avenue. Turn left at Allison Drive. Turn left onto Ulatis Drive. Turn right into the Ulatis Community Center at the next traffic signal.

- **Driving Directions from East I-80 (from San Francisco)**

Take the Allison Drive exit. Turn right onto Allison Drive. Turn left onto Ulatis Drive. Turn right into the Ulatis Community Center at the next traffic signal.

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**Yes,** I'd like to comment on transit services in Solano County and offer ideas for improved service. (Please note specific transit service, when appropriate.)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-Mail Address \_\_\_\_\_

Comments: \_\_\_\_\_

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Please mail or fax this form to: MTC Public Information, 101-8th Street, Oakland, CA 94607 or FAX (510) 464-7848 by November 17, 2003, 4 p.m.



DATE: October 31, 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	<b>November 14, 2003</b>
Bicycle Transportation Account	Hin Kung, Caltrans District 4, (510) 286-5234	<b>December 1, 2003</b>
Environmental Enhancements and Mitigation (EEM) Program	Susan Harrington, Caltrans Headquarters (916) 654-2848	<b>December 19, 2003</b>
Statewide Planning Grants	Cameron Oakes, Caltrans District 4 (510) 622-5758	<b>January 2004</b>
2004-05 Elderly and Disabled Transit (Section 5310) Program	Dana Lang, MTC (514) 464-7764	<b>February 25, 2004</b>



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*FUNDING OPPORTUNITY:*

**Bikes Belong Grant Program**

Applications Due: November 14, 2003

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TO: STA Board

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.bikesbelong.org](http://www.bikesbelong.org). Navigate to grant programs.

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

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*FUNDING OPPORTUNITY:*

**Bicycle Transportation Account**

Applications Due: December 1, 2003

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TO: STA Board

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](mailto:rguerrero@STA-SNCL.com).

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*FUNDING OPPORTUNITY:*

**Environmental Enhancements and Mitigation (EEM) Program**

Applications Due: December 19, 2003

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TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Environmental Enhancements and Mitigation (EEM) 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 Counties are eligible to apply for EEM funds.

Program Description: Grants to offset vehicular emissions for highway landscaping, resource lands, and roadside recreation.

Funding Available: \$10.0 million available statewide.

Eligible Projects: Landscaping, acquisition, restoration or other mitigation of resource lands, and projects that provide for the acquisition and/or development of roadside recreation including parks, roadside rests, overlooks and trails.

Further Details: Applications packages are online at:  
[http://resources.ca.gov/eem/ProceduresAndCriteria\\_04-05.pdf](http://resources.ca.gov/eem/ProceduresAndCriteria_04-05.pdf)

Program Contact Person: Susan Harrington, EEM Program Coordinator, (916) 654-2848

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

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*FUNDING OPPORTUNITY:*

**Statewide Planning Grants**

Applications Due: January 2004

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TO: STA Board

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 are available:

- *Partnership Planning Grant*
- *Statewide Transit Planning Studies Grant*
- *Transit Technical Planning Assistance Grant.*
- *Transit Professionals Development*

Funding Available: \$2.6 million will be available statewide.

Eligible Projects: Each grant category has a specific type of goal. Funding will be provided for planning projects that attempts to achieve these goals. Application packages are available at:  
[www.dot.ca.gov/hq/tpp/grants.htm](http://www.dot.ca.gov/hq/tpp/grants.htm)

Caltrans Contact Person: Cameron Oakes, Caltrans District 4, (510) 622-5758

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

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*FUNDING OPPORTUNITY:*

**2004-05 Elderly and Disabled Transit (Section 5310) Program**

Applications Due February 25, 2004

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TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Caltrans' Elderly and Disabled Transit 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: Private non-profit organizations and public agencies

Program Description: This program is designed to provide funding for purchasing accessible vans and buses or other transportation related equipment to serve individuals with special needs. Agencies are eligible to receive up to 80 percent of the purchase price for vehicles and equipment.

Funding Available: Approximately \$8.5 million will be made available statewide on a competitive basis. A local match is required.

Eligible Projects: Eligible projects include bus or van purchase/replacement and computer or radio equipment purchase/replacement.

Further Details: The STA's PCC is involved with the application procedure. Applicants are required to submit requests to the STA as well as to Caltrans and MTC. Please contact STA or MTC for more information.

Program Contact Person: Dana Lang, MTC, (514) 464-7764

STA Contact Person: Jennifer Tongson, Projects Assistant, (707) 424-6013.  
[jtongson@STA-SNCL.com](mailto:jtongson@STA-SNCL.com)

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