



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

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

MEETING NOTICE

December 10, 2003

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

6:00 P.M. Regular Meeting

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

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

ITEM

BOARD/STAFF PERSON

- I. CALL TO ORDER – CONFIRM QUORUM** Chair Spering
- II. PLEDGE OF ALLEGIANCE**
- III. APPROVAL OF AGENDA (6:00 – 6:05 p.m.)**
- IV. OPPORTUNITY FOR PUBLIC COMMENT (6:05- 6:10 p.m.)**
Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency’s agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Kim Cassidy, Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.
- V. EXECUTIVE DIRECTOR’S REPORT (6:10-6:15 p.m.) – Pg 1** Daryl K. Halls

STA Board Members:

Jim Spering, Chair City of Suisun City	Karin MacMillan, Vice Chair City of Fairfield	Steve Messina 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

VI. SPECIAL PRESENTATION (6:15-6:20 p.m.) Chair Spring
A. Proclamation of Appreciation to Pierre Bidou
B. Proclamation of Appreciation to Dan Donahue

VII. INTRODUCTION AND SWEARING-IN OF NEW STA BOARD MEMBER (6:20-6:25 p.m.) Kim Cassidy

VIII. CONSENT CALENDAR

*Recommendation: Approve the following consent items in one motion
(Note: Items under consent calendar may be removed for separate discussion.
(6:25-6:30 p.m.) – Pg 9*

A. STA Board Minutes of November 12, 2003 Kim Cassidy
*Recommendation: Approve minutes of November 12, 2003.
– Pg 11*

B. Approve Draft TAC Minutes of November 24, 2003 Kim Cassidy
Recommendation: Receive and file. – Pg 15

**C. Regional Transportation Plan (RTP) Update-
Transportation 2030-Future Funding Investments** Daryl Halls
Recommendation: Approve the following:
*1. Support the CMA Investment Option and T-2030 Regional Program
Investment Scenarios that provides the STA with the flexibility to
program the County RTIP funds and a percentage of Federal Cycle
funds to address Solano County's transportation priorities and needs.*
*2. Support preservation of STA's programming authority for current
State Transit Assistance (STA)-Population Based – Northern County
and Small Operator Funds and future Proposition 42 generated State
Transit Assistance Population Based – Northern County and Small
Operator funds.*
*3. Request MTC provide flexibility for regional funds allocated for
local roads and streets maintenance, allocated through County Residual
Programs, to allow expenditure for non-MTS collectors and arterials,
in addition to MTS roads.*
*4. Request MTC work with the STA and the Bay Area Congestion
Management Agencies to determine the appropriate funds sources to
fund regional programs to preserve County RTIP and Federal Cycle
funds for County Residual Programs.*
– Pg 19

**D. Extension of Contract for State Lobbying Representation
Services** Daryl Halls
*Recommendation: Authorize the Executive Director to
extend the contract for Lobbying Representation
Services with Shaw & Yoder, Inc. for services through
September 30, 2004 for an amount not to exceed
\$30,000. – Pg 39*

- E. Adjustment to Compensation Ranges for Assistant Executive Director/Director for Planning and Director for Projects Classifications** Daryl Halls
Recommendation: Approve the following:
 1. Adjustment to the compensation range for Director for Projects as specified in Attachment A.
 2. Adjustment to the compensation range for Assistant Executive Director/Director for Planning as specified in Attachment A.– Pg 41
- F. Appoint STA Alternate to the Capitol Corridor Joint Powers Board** Dan Christians
Recommendation: Appoint Mary Ann Courville as alternate to the Capitol Corridor Joint Powers Board effective immediately.– Pg 43
- G. Appointment of new STA Board Members to serve on Solano Comprehensive Transportation Plan Committees** Dan Christians
Recommendation: Appoint new STA Board Members from Benicia and Vallejo to serve on the Solano Comprehensive Transportation Plan committees as shown in Attachment A.– Pg 45
- H. Contract Amendment for Marketing Services with Moore Iacafano and Goltsman for Additional Services during FY 2003-04** Dan Christians, Elizabeth Richards
Recommendation: Authorize the Executive Director to extend until June 30, 2004 and amend the existing contract not to exceed \$98,000 with Moore, Iacafano, and Goltsman, Inc (MIG) to conduct:
 1. FY 2003-04 STA Marketing, \$48,000; and
 2. STA's SNCI marketing activities, \$50,000. – Pg 49
- I. Caltrans Partnership Planning Grant for State Route 12 Realignment and Rio Vista Bridge Feasibility Study** Robert Guerrero
Recommendation: Adopt the attached Resolution authorizing the Executive Director to co-sponsor an application with the Metropolitan Transportation Commission for the Highway 12 Re-alignment and Rio Vista Bridge Relocation Feasibility Study grant request for \$100,000 from the FY 2004-2005 Caltrans' Partnership Planning Funds grant program. – Pg 53
- J. Letter of Support for the Suisun City Application for Bicycle Transportation Account (BTA) Funds** Robert Guerrero
Recommendation: Authorize the Executive Director to submit a letter of support for Suisun City's application for Bicycle Transportation Account funds for the gap closure of the Central County Bikeway between Marina Boulevard and the Suisun City Amtrak Station. – Pg 57

IX. ACTION ITEMS - FINANCIAL

- A. FY 2003-04 Budget Amendment** Daryl Halls
Recommendation: Adopt the revised STA FY 2003-04 budget as shown in Attachment A. (6:30-6:35 p.m.) – Pg 59

X. ACTION ITEMS – NON FINANCIAL
None

XI. UPDATE FROM STA STAFF

- A. Measure E Assessment Report** DJ Smith
(6:35-7:05 p.m.) – Pg 63
- B. Cordelia Truck Scales Relocation Study – Update** Daryl Halls
(7:05-7:25 p.m.) – Pg 69
- C. STA’s Overall Work Plan - Draft Priority Projects for FY 2003/04 and 2004/05** Daryl Halls
(7:25-7:50 p.m.) – Pg 77

XII. INFORMATION ITEMS

- A. Indexing of Future Gas Tax and TDA Contributions** Daryl Halls
Informational (7:50-7:55 p.m.) – Pg 95

(No Discussion Necessary)
- B. STP/CMAQ/TEA Obligation Authority Priorities** Mike Duncan
Informational – Pg 99
- C. 2004 State Transportation Improvement Program (STIP) - Update** Mike Duncan
Informational – Pg 111
- D. Legislative Update and Draft 2004 Legislative Platform** Janice Sells
Informational – Pg 119
- E. Funding Opportunities Summary** Robert Guerrero
Informational – Pg 129

XIII. BOARD MEMBERS COMMENTS (7:55-8:00 p.m.)

XIV. ADJOURNMENT

The next regular meeting of the STA Board will be January 14, 2004 at Suisun City Hall Council Chambers.



MEMORANDUM

DATE: December 2, 2003
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – December 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.

Two New Board Members to Join the STA *

With the completion of the November 4th General Election, two new Board Members will be joining the STA at either the December 2003 or January 2004 Board meetings. The City of Vallejo's Mayor, Anthony Intintoli, will be joining the STA Board at the January 2004 meeting. The City of Benicia's Mayor, Steve Messina, will be joining the STA Board on December 10, 2003. Council Members Pete Rey, City of Vallejo, and Dan Smith, City of Benicia, will continue to serve as their alternates.

STA Board Meeting to Focus on Three Priority Topics

At the Board meeting, the STA's Executive Committee has requested staff organize the meeting so that the Board can focus its attention on three priority topics; the Measure E Consultant's Assessment Report, the Cordelia Truck Scales Relocation Study, and the STA's Priority Projects for FY 2003/04 and 2004/05. With the exception of the FY 2003/04 budget amendment and discussion of future indexing of Gas Tax and TDA, the rest of the agenda items have been placed on the consent calendar to allow sufficient time for the Board to discuss and deliberate, in a workshop format, on these three topics.

Measure E Consultant to Provide Assessment Report *

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. The Local Funding Subcommittee is scheduled to meet on December 8th to discuss the results of his assessment. A summary of his assessment will be provided to the Board under separate cover following the meeting on December 8th.

Public Input Process for Cordelia Truck Scales Study Moves Forward *

The STA staff has completed five of seven scheduled public presentations on the draft Cordelia Truck Scales Relocation Study. These presentations have included the following: the Highway 12 Association, Dixon City Council, Vacaville City Council, Rio Vista City Council, and Suisun City Council. Presentations are also being scheduled in January 2004 for the Fairfield City Council and Solano County Board of Supervisors.

Board of Supervisors Vote to Support and Place RM 2 on the Ballot

On Tuesday, December 2nd, the Solano County Board of Supervisors unanimously voted to place the Regional Measure 2 (RM 2) measure on the March 2004 election ballot. At the same meeting, the Supervisors by a 4 to 1 vote adopted a resolution in support of RM 2 (with Supervisor Kondylis voting no). With this action, RM 2 has now been placed on the ballot in the seven counties with state owned toll bridges (Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Solano). The expenditure plan contained in RM 2 includes all the projects and transit services requested by the STA, including \$100 million for the I-80/680 Interchange and earmarks for the Vallejo Station and Fairfield/Vacaville Rail Station. Support by a majority vote of the voters in the seven counties is required for the passage of RM 2.

State Budget Discussions Bode III for Transportation

The State Legislature has been meeting this week, at the request of new Governor Arnold Schwarzenegger, to discuss the State budget deficit. The Governor has proposed to terminate the Traffic Congestion Relief Program (TCRP) and potentially cut funding for the State Highway Account (SHA). The SHA provides the cash flow for the State Transportation Improvement Program (STIP) and State Highway Operations and Protection Program (SHOPP). An elimination of the TCRP could delay or completely stop the project development activities for the I-80/680/SR 12 Interchange, the North Connector and SR 12 Jameson Canyon projects. Staff has provided the staff from several Solano County state legislators with a list of projects potentially at risk and is continuing to monitor the deliberations.

CMA's Lining Up to Support Local Flexibility for MTC's T-2030 Investment Options *

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) was held to discuss various investment options for T-2030. Staff has provided a staff report that provides an overview of the various investment options being discussed and evaluated. Over the past few weeks, a number of Bay Area Congestion Management Agencies have opted to support the CMA investment option. To date, Alameda, Contra Costa and Napa have supported this option. In addition, CMA staff for San Mateo, Santa Clara and Sonoma counties have indicated their intentions to recommend this option to their CMA Boards. I have prepared a recommendation that supports the CMA investment option, but provides the flexibility to support options that achieve the maximum STA flexibility for programming our County STIP, federal cycle funds and STA population based funds.

Executive Director's Memo
December 2, 2003
Page 3

Tauscher to Host Briefing on TEA-21 Reauthorization

Congresswoman Ellen Tauscher has invited the STA Board to attend a 10th Congressional briefing on December 15th at 10 a.m. in Walnut Creek on the status of the TEA-21 reauthorization. Kim Cassidy has been coordinating the RSVPs for the event and it appears that a number of STA Board Members plan to attend.

- Attachment:
- A. STA 2003 meeting calendar.
 - B. STA Acronyms List.
 - C. Ferguson Group's Federal Transportation Report.



STA MEETING SCHEDULE (For The Calendar Year 2003)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Dec. 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec. 11	6:30 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Dec. 15	10:00 a.m.	Congresswoman Ellen Tauscher TEA 21 Reauthorization Meeting	Walnut Creek	X
Dec. 22	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Dec. 22	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X

4

ATTACHMENT A



Solano Transportation Authority
Acronyms List
Updated 9/30/03

ABAG	Association of Bay Area Governments	HIP	Housing Incentive Program
ADA	Americans with Disabilities Act	HOV	High Occupancy Vehicle
APDE	Advanced Project Development Element (STIP)	ISTEA	Intermodal Surface Transportation Efficiency Act
AQMP	Air Quality Management Plan	ITIP	Interregional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	ITS	Intelligent Transportation System
BAC	Bicycle Advisory Committee	JARC	Jobs Access Reverse Commute
BCDC	Bay Conservation and Development Commission	JPA	Joint Powers Agreement
CALTRANS	California Department of Transportation	LTA	Local Transportation Authority
CEQA	California Environmental Quality Act	LEV	Low Emission Vehicle
CARB	California Air Resource Board	LIFT	Low Income Flexible Transportation
CCTA	Contra Costa Transportation Authority	LOS	Level of Service
CHP	California Highway Patrol	LTF	Local Transportation Funds
CIP	Capital Improvement Program	MIS	Major Investment Study
CMA	Congestion Management Agency	MOU	Memorandum of Understanding
CMAQ	Congestion Mitigation and Air Quality	MPO	Metropolitan Planning Organization
CMP	Congestion Management Program	MTC	Metropolitan Transportation Commission
CNG	Compressed Natural Gas	MTS	Metropolitan Transportation System
CTA	County Transportation Authority	NEPA	National Environmental Policy Act
CTC	California Transportation Commission	NCTPA	Napa County Transportation Planning Agency
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
FHWA	Federal Highway Administration	PMS	Pavement Management System
FTA	Federal Transit Administration	PNR	Park and Ride
GARVEE	Grant Anticipation Revenue Vehicles	POP	Program of Projects
GIS	Geographic Information System	PSR	Project Study Report

RABA	Revenue Alignment Budget Authority	TDM	Transportation Demand Management
REPEG	Regional Environmental Public Education Group	TFCA	Transportation for Clean Air Funds
RFP	Request for Proposal	TIP	Transportation Improvement Program
RFQ	Request for Qualification	TLC	Transportation for Livable Communities
RTEP	Regional Transit Expansion Policy	TMTAC	Transportation Management Technical Advisory Committee
RTIP	Regional Transportation Improvement Program	TOS	Traffic Operation System
RTMC	Regional Transit Marketing Committee	TRAC	Trails Advisory Committee
RTP	Regional Transportation Plan	TSM	Transportation Systems Management
RTPA	Regional Transportation Planning Agency	UZA	Urbanized Area
SACOG	Sacramento Area Council of Governments	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	ZEV	Zero Emission Vehicle
SMAQMD	Sacramento Metropolitan Air Quality Management District		
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	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transit Capital Improvement		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TEA	Transportation Enhancement Activity		
TEA-21	Transportation Efficiency Act for the 21 st Century		

The Ferguson Group, LLC

1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94559
Phone (707) 254-8400 ♦ Fax (707) 598-0533



December 1, 2003

Memorandum

To: STA Board of Directors
From: Mike Miller
Re: Fiscal Year 2004 Consolidated Appropriations

The House / Senate Conference Committee filed the Conference Report on H.R. 2673, the Consolidated Appropriations Bill for Fiscal Year 2004 (Omnibus Appropriations). We have confirmed the following project earmarks in the Conference Report:

Vallejo Station Intermodal Center, California – \$1,250,000.

Fairfield/Vacaville Intermodal Transit Station – \$800,000.

We will secure hard copies of the earmarks for you as soon as possible.

Please note the Omnibus Appropriations bill is not final until passed by the House and Senate and then signed by the President. All of these actions are likely to occur by mid-December. We do not anticipate any changes to the bill and we will keep you informed.

Please feel free to contact me if you have any questions or need additional information.

Thank you.



DATE: December 2, 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 November 12, 2003.
- B. Approve Draft TAC Minutes of November 24, 2003.
- C. Regional Transportation Plan (RTP) Update-
Transportation 2030-Future Funding Investments.
- D. Extension of Contract for State Lobbying Representation Services.
- E. Adjustment to Compensation Ranges for Assistant Executive
Director/Director for Planning and Director for Projects Classifications.
- F. Appoint STA Alternate to the Capitol Corridor Joint
Powers Board.
- G. Appointment of new STA Board Members to serve on
Solano Comprehensive Transportation Plan Committees.
- H. Contract Amendment for Marketing Services with
Moore Iacafano and Goltsman for Additional Services during
FY 2003-04.
- I. Caltrans Partnership Planning Grant for State Route 12
Realignment and Rio Vista Bridge Feasibility Study.
- J. Letter of Support for Suisun City's Application for Bicycle
Transportation Account (BTA) Funds.



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
November 12, 2003

I. CALL TO ORDER - CONFIRM QUORUM

Chair Spring called the regular meeting to order at 5:05 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Jim Spring (Chair)	City of Suisun City
Harry Price (Member Alternate)	City of Fairfield
Pierre Bidou	City of Benicia
Marci Coglianesse	City of Rio Vista
Len Augustine	City of Vacaville
Dan Donahue	City of Vallejo
John Silva	County of Solano

MEMBERS

ABSENT:

Mary Ann Courville	City of Dixon
--------------------	---------------

STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Chuck Lamoree	STA Legal Counsel
Dan Christians	STA-Asst. Exec. Dir./Director of Planning
Mike Duncan	STA-Director of Projects
Kim Cassidy	STA Administrative Services Director/ Clerk of the Board

ALSO

PRESENT:

Bernice Kaylin	League of Women Voters-Solano County
----------------	--------------------------------------

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- Consultant to Provide Results of Measure E Assessment in December.
- STA's 6th Annual Awards Program on Tap for November.
- Public Input Process for Cordelia Truck Scales Study Moves Forward.
- Regional Measure 2 for \$3 Bridge Toll Moves to the Ballot.
- MTC's T-2030 Plan Policy Debate Moves Into High Gear..
- Two New Board Members to Join the STA.
- STA Staff Briefs Caltrans District IV Chief on Priority Projects
- Adoption of STA's Disadvantaged Business Enterprises (DBE) Goal.

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

A. MTC Report

None presented.

B. Caltrans Report

None presented.

VII. CONSENT CALENDAR

On a motion by Member Silva, and a second by Member Donahue, the consent items were approved in one motion. Member Alternate Price and Member Bidou abstained from the vote on Agenda Item VII.A (Approve STA Board Minutes of October 8, 2003).

A. Approve STA Board Minutes of October 8, 2003

Recommendation: Approve STA Board Minutes of October 8, 2003.

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

Recommendation: Receive and file.

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

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.

D. FY 2003-04 TDA Distribution for Solano County

Recommendation: Accept the attached TDA matrix with the addition of Benicia.

E. 2003 Legislative Update and Draft 2004 Legislative Platform

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

VIII. ACTION ITEMS: FINANCIAL

None presented.

IX. ACTION ITEMS: NON-FINANCIAL

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

Daryl Halls reviewed STA's adopted priority projects for the proposed \$3 Bridge Toll revenues and provisions included in SB 916. He explained that STA's project priorities and the request for STA representation on the Bay Area Regional Rail Plan were included in legislation and added to SB 916 Expenditure Plan.

Recommendation: Approve the recommendations:

1. Resolution – 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.

On a motion by Member Alternate Price, and a second by Member Silva, the Board unanimously approved this recommendation.

B. Appoint STA Alternate to the Capitol Corridor Joint Powers Board (CCJPB)

Agenda Item IX.B was tabled and will be agendized December 10, 2003.

X. INFORMATION ITEMS:

A. Cordelia Truck Scales Relocation Study- Update

Mike Duncan reviewed the items for staff action identified by the STA Board on October 8, 2003, other significant items/requests not included in the motion by the Board, the schedule and results of public input meetings that have occurred or are currently scheduled, the location of options and cost estimates for the Options.

No Discussion Necessary

B. Solano Comprehensive Transportation Plan (CTP) and Needs Assessment

C. Regional Transportation Plan (RTP) Update- Transportation 2030 – Future Funding Investments

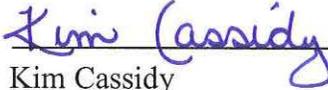
Daryl Halls provided an update on MTC's Regional Transportation Improvement Program Proposed Development Schedule, the CMA investment scenarios, and key transportation 2030 projects/issues/goals.

- D. Highway Projects Status Report**
- E. Jameson Canyon Project - Update**
- F. 2004 State Transportation Improvement Program (STIP)**
- G. Proposed Regional Project Delivery Policy for TEA 21 Reauthorization**
- H. Unmet Transit Needs Process Status**
- I. Funding Opportunities Summary**

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

The STA Board meeting was adjourned at 5:29 p.m. The next regular meeting is December 10, 2003, 6:00 p.m. at Suisun City Hall.



Kim Cassidy
Clerk of the Board

12-10-03

Date:



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
November 24, 2003

1. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:30 p.m. in the Solano Transportation Authority Conference Room.

Present:

TAC Members Present:

Janet Koster	City of Dixon
Morrie Barr	City of Fairfield
Julie Pappa	City of Rio Vista
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Charlie A. Jones Jr.	County of Solano

Others Present:

Ed Huestis	City of Vacaville
Paul Wiese	County of Solano
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Kim Cassidy	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Cameron Oakes	Caltrans

II. APPROVAL OF THE AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans – None presented.

MTC – None presented.

STA – None presented.

V. CONSENT CALENDAR

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

Recommendation:

- A. Approve minutes of October 29, 2003.
- B. STA Board Meeting Highlights-November 12, 2003.
- C. Funding Opportunities
- D. Updated STA Meeting Schedule for 2003.

VI. ACTION ITEMS

A. Caltrans Partnership Planning Grant Application for the Rio Vista Bridge Feasibility Study

Robert Guerrero explained the STA proposal to re-submit a Caltrans Partnership Planning Grant application for a feasibility study to relocate the Rio Vista Bridge or add a new bridge span. He further stated the application will focus on interregional affects of current draw bridge operations on the Highway 12 corridor and will include tasks to study alternative alignments and design options for relocating the bridge to accommodate future regional and local traffic.

Recommendation: Recommend the STA Board endorse a \$300,000 Rio Vista Bridge Feasibility Study grant request from the FY 2004-2005 Caltrans' Partnership Planning Funds grant program.

On a motion by Morrie Barr and a second by Julie Pappa the STA TAC approved the recommendation.

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

Daryl Halls reviewed the amount of discretionary funding available in the T-2030 plan and summarized revised T-2030 goals and policies, investment scenarios prepared by MTC staff and proposals for development of regional transportation and land use policies. He highlighted STA's list of track 1 candidate projects submitted for MTC's T-2030 performance evaluation process and key policy issues to consider and support.

Recommendation: Forward the following recommendation to the STA Board:

1. Support T-2030 Regional Program Investment Scenarios that provides the STA with the flexibility to program the County RTIP funds and a percentage of Federal Cycle funds to address Solano County's transportation priorities and needs.
2. Support preservation of STA's programming authority for current State Transit Assistance (STA)-Population Based-Northern County and Small Operator Funds and future Proposition 42 generated State Transit Assistance Population Based-Northern county and Small Operator funds.
3. Request MTC provide flexibility for regional funds allocated for local roads and

streets maintenance, allocated through county Residual Programs, to allow expenditure for non-MTS collectors and arterials, in addition to MTS roads.

4. Request MTC work with the STA and the Bay Area Congestion Management Agencies to determine the appropriate fund sources to fund regional programs to preserve County RTIP and Federal Cycle funds for County Residual Programs.

On a motion by Janet Koster and a second by Morrie Barr, the STA TAC approved the recommendation.

VII. INFORMATION ITEMS

A. STA's Overall Work Plan – Draft Priority Projects for FY 03/04 and 04/05

Daryl Halls provided an update of STA's Priority Projects for FY 2003/04 and 2004/05 including 7 new projects added based on previous requests from member agencies and recommendations from STA planning studies.

B. Draft I-80/680/780 Transit Corridor Study - Update

Dan Christians provided an update on the Draft I-80/680/780 Transit Corridor Study which provides detailed estimates on the number and location of new park and ride facilities, proposed conceptual access to each facility, detailed performance data and funding arrangements.

C. Cordelia Truck Scales Relocation Study - Update

Mike Duncan reviewed items for staff action identified by the STA Board on October 8, 2003, other significant items/requests not included in the motion by the Board, the public input process, schedule and results of public input meetings that have occurred or are currently scheduled, the location of options and cost estimates for these Options. He stated the Arterials, Highways and Freeways Committee would meet on January 28, 2004 to review comments received from the public input process, responses to these comments and potential recommendations to the Board of Directors. Members of the STA Board will provide additional direction to STA staff at the December Board meeting in order to continue to focus on the outreach effort.

D. 2004 State Transportation Improvement Program (STIP) - Update

Mike Duncan reviewed the proposed revised 2004 RTIP Schedule and the amended Solano County 2002 STIP. He indicated that the 2004 STIP will be a Zero STIP because no additional funds will be available to counties beyond what is currently programmed through the 2002 STIP. Solano County will be required to redistribute the remaining projects programmed in the 2002 STIP over five years of the 2004 STIP. The STA TAC will meet December 15, 2003 at 2:00 p.m. to develop a 2004 STIP program by January 9, 2004 when initial submittals to MTC are due.

E. Local Assistance Projects- Potential Lapse of Funds

Mike Duncan identified the 15 local assistance projects that could lose unspent federal and/or state funds by June 30, 2004 unless action is taken to expend funds and closeout projects. He summarized three actions to be taken for projects on the list and stated if funding is not extended on a project, the local agency is responsible for completing the

projects with its own funds

F. STP/CMAQ/TEA Obligation Authority

Mike Duncan discussed a list of projects waiting to receive Obligation Authority (OA) for the Bay Area, projects obligated last fiscal year and projects obligated since October 1, 2003.

G. Draft 2004 Legislative Platform

Daryl Halls provided an update on the Draft STA 2004 Legislative Platform distributed for a 30-day comment period. He stated the comment period will end on December 15, 2003 and will be forwarded to the STA Board for approval on January 10, 2004.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 2:45 p.m. The next regular meeting of the STA TAC is scheduled for Monday, December 22, 2003 at 1:30 p.m.



DATE: December 1, 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 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 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 Transportation 2030 (T-2030). As part of the development of T-2030, MTC staff has developed goals and objectives, performance measures, fund estimates and various investment scenarios for the allocation of limited discretionary funds.

Discussion:

As reported the last two months, the amount of discretionary funding available in T-2030 is less than 10% (8.2%) of the total of transportation funding available to the region. On November 7th, the Bay Area Partnership Board met to discuss revised T-2030 goals and policies (attachment B), two T-2030 investment scenarios prepared by MTC staff (attachment E - options A & B), and the proposal for development of regional transportation and land use policies. At the meeting, the Bay Area Congestion Management Agency Directors and a group of Bay Area transit operators each presented an additional investment scenario option (see attachment E – CMA and Transit options). Caltrans District IV also provided the Partnership Board with a handout highlighting the future maintenance and expansion funding needs for the region's highway system.

A special T-2030 meeting co-hosted by MTC's Planning and Operations Committee and the Chairs of the nine Bay Area Congestion Management Agencies was held on November 13th. In preparation for this meeting, STA staff (in addition to the other 8 CMAs) provided MTC staff with a one page list of the Solano County's T-2030 priorities and issues (attachment G). Of primary concern is protecting the Solano County's ability to flexibly program all of its future County Regional Transportation Improvement Program (RTIP) funds and a significant

percentage of future federal cycle funds (STP and CMAQ). Attachment F illustrates a comparison between the four scenarios and the potential available funds remaining for county programming discretion. At the TAC meeting, STA staff provided an update and discussed the four investment scenarios presented at the POC meeting of November 13, 2003. At the meeting, the TAC unanimously supported the staff recommendation for providing the STA with maximum programming flexibility for County RTIP, Federal Cycle, and current and future STA Population Based funds for North County and Small Transit Operators funds. The TAC also supported the recommendation to provide CMAs with the flexibility to program regional funds allocated for local streets and roads rehabilitation and maintenance, allocated through County residual programs, for non-MTS arterials and collectors in addition to MTS streets and roads.

SOLANO COUNTY'S T-2030 PRIORITIES

As part of MTC's development of T-2030, the STA submitted a list of 39 track 1 candidate projects for MTC's T-2030 performance evaluation process. The highlights of this include the following:

1. I-80/680/780 Interchange - \$562 million shortfall
2. I-80/680/780 Corridor Improvements - \$750 million shortfall (mid term projects only)
3. State 12(Jameson Canyon and SR 12 East) - \$167 million
4. Jepson Parkway Project - \$30 million shortfall
5. Maintenance of Local Streets and Roads - \$595 million shortfall in Solano County
6. Implementation Resolution 3434 (MTC's Regional Transit Expansion Plan)
 - A. Construct new Capitol Corridor Commuter Rail Stations (Fairfield/Vacaville, Benecia, and Dixon) and additional peak hour rail service in preparation for the 5-county commuter rail service between Oakland and Sacramento (Auburn) - \$130 million shortfall
 - B. Support expanded Express Bus Service, new and expanded park and ride lots and new transit hubs - \$194 million shortfall
 - C. Support Vallejo Intermodal Station and expanded ferry service - \$61 million shortfall

There are several key policy issues for the STA to consider and support. The most important is protecting Solano County's ability and discretion to program its County Regional Transportation. This includes County RTIP funds, a percentage of federal cycle funding, and current and future Proposition 42 generated State Transit Assistance Population Based-Northern County and Small Operators funds. In addition, a significant amount of the MTC estimated \$8.7 billion in uncommitted regional transportation funds has only limited discretion for how these funds can be used. It is important for MTC to work with the STA and other CMAs to determine the appropriate funds sources to fund regional programs. This will help preserve more flexible County RTIP and federal cycle funds for County Residual Programs. The third issue of emphasis is supporting the implementation of regional land use and transportation decision-making at the county level, not the regional level, consistent with the recent development of the T-Plus program and allocation of one third of the TLC/HIP funds at the county level. Staff recommends the STA Board support the CMA investment option and investments options that protect the STA's programming flexibility.

Recommendation:

Approve the following:

1. Support the CMA Investment Option and T-2030 Regional Program Investment Scenarios that provides the STA with the flexibility to program the County RTIP funds and a percentage of Federal Cycle funds to address Solano County's transportation priorities and needs.
2. Support preservation of STA's programming authority for current State Transit Assistance (STA)- Population Based – Northern County and Small Operator Funds and future Proposition 42 generated State Transit Assistance Population Based – Northern County and Small Operator funds.
3. Request MTC provide flexibility for regional funds allocated for local roads and streets maintenance, allocated through County Residual Programs, to allow expenditure for non-MTS collectors and arterials, in addition to MTS roads.
4. Request MTC work with the STA and the Bay Area Congestion Management Agencies to determine the appropriate fund sources to fund regional programs to preserve County RTIP and Federal Cycle funds for County Residual Programs.

- Attachments:
- A. MTC's Planning and Operations Committee Agenda
 - B. Transportation 2030 Goals and Objectives
 - C. T-2030 - Goals and Investments Scenarios Assessment
 - D. T-2030 - Committed vs Uncommitted Revenues
 - E. T-2030 - Regional Program Investment Scenarios & Notes
 - F. Three T-2030 Allocation Options
 - G. STA's "Key T-2030 Projects/Issues"

Planning and Operations Committee

PLANNING AND OPERATIONS COMMITTEE

6:00 p.m., Thursday, November 13, 2003

Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 8th Street
Oakland, CA 94607

NOTE: Change in Date and Time

The Planning and Operations Committee considers matters relating to MTC plans, and oversees MTC's activities to make the existing transportation network operate more efficiently.

This meeting is scheduled to be audiocast live on MTC's Web site: <www.mtc.ca.gov>. Audiocasts are archived on the Web site for approximately one month.

Chair: James Spering
Vice Chair: Mark DeSautnier
Members: Tom Azumbrado+
James T. Beall, Jr.
Bill Dodd
Barbara Kaufman
Sue Lempert
Bijan Sartipi+
Ex-Officio: Steve Kinsey***
Jon Rubin***

Ad Hoc: All Other Comm'rs.
Staff Liaisons: Chris Brittle

5:00 p.m. Open House

Attendees will view the displays to learn about the Transportation 2030 Planning process and county transportation issues

REVISED AGENDA

(Items will be posted on MTC's website (www.mtc.ca.gov) and will be available at the meeting)

ACTION RECOMMENDED**

1. Minutes of October 10, 2003 Committee Approval
2. Welcome and Introduction to Transportation 2030 Workshop Information
 - Opening remarks by Congestion Management Agency Board members, co-hosts of Workshop proceedings
3. Presentation of Outreach Findings and Revised MTC Proposals Information
 - a. Goals and Objectives
 - b. Transportation and Land Use
 - c. Prior Commitments and New Investments
(Therese McMillan/Bruce Riordan/Carolyn Verheyen)

Planning and Operations Committee (Continued)

- | | |
|---|-------------|
| 4. Simultaneous Discussion Group Sessions by Topic | Discussion |
| a. Goals and Objectives/Transportation & Land Use | |
| b. Prior Commitments and New Investments (2 groups) | |
| 5. Report Back to Full Session | Information |
| 6. Next Steps in the Planning Process (Steve Heminger) | Information |
| 7. Public Comment / Other Business / Next Meeting / Adjournment:
Friday, December 12, 2003 at 10:00 a.m., Auditorium | |

-
- * Attachment sent to committee members, key staff and others as appropriate. Copies will be available at the meeting.
 - ** All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.
 - *** The MTC chair and vice-chair are ex-officio voting members of all standing committees. A quorum of this committee shall be a majority of its regular non-ex-officio voting members (4).
 - + Non-Voting member.

Every member of the Commission who is not otherwise designated as a member of this committee is an ad hoc non-voting member. Although a quorum of the Commission may be in attendance at this meeting, the committee may take action only on those matters delegated to it. The committee may not take any action as the full Commission unless this meeting has been previously noticed as a Commission meeting.

The vote of an ex-officio member shall count to satisfy a committee quorum if there are not sufficient regular members of the Committee in attendance. In addition, ad hoc non-voting committee member may be designated by the committee chairperson as a voting member for this particular committee meeting if an additional voting member is needed for a committee quorum.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Record of Meeting: MTC meetings are tape-recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment.

Sign Language Interpreter or Reader: If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call 510/464-7787.

Transit Access to the MetroCenter: BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59 or #59A from Montclair; #62 from East or West Oakland; #35X from Alameda; #36X from Hayward.

Parking at the MetroCenter: Metered parking is available on the street. No public parking is provided at the MetroCenter. Spaces reserved for Commissioners are for the use of their sticker vehicles only; all other vehicles will be towed away.

J:\COMMITTEE\Planning & Operations\2003\November03\Agenda.doc

Transportation 2030 Goals and Objectives

Introduction

The new Transportation 2030 Goals and Objectives respond to public comment by being more direct, understandable, and relevant to the larger role of transportation in planning for the Bay Area's future. A new feature of the Transportation 2030 Plan is a vision statement that describes the transportation system MTC would like to develop to meet the mobility challenges of the 21st Century.

Each new goal contains a statement of purpose, some specific objectives related to the goal, examples of current MTC activities that respond to the goal and its objectives, and a set of measures to gauge progress. Because the appetite for transportation improvements will likely outpace the resources to deal with the region's growth, some aspects of transportation may not improve in the future. Thus it is MTC's intent to focus on measuring progress in areas where MTC does have some influence and can make a difference.

Vision for a 21st Century Bay Area Transportation System

The highest aim of the Metropolitan Transportation Commission is to plan for and deliver a safe, efficient, integrated, multimodal transportation system for the San Francisco Bay Area. The system envisioned by MTC is one that successfully serves the diverse travel needs of all the Bay Area's residents and helps businesses compete in a global economy. MTC believes that the keys to creating such a system are a substantial increase in funding, and significant changes in travel behavior. Also important are strong institutional partnerships, innovative technologies, and a strong customer focus in all dealings with the region's travelers. The Plan will emphasize the wise investment of limited transportation resources. It will also harmonize with other regional initiatives to maintain and improve the quality of life in the Bay Area through good land use planning and maintaining healthy air quality.

New Goals

A Safe and Well Maintained 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. 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.

The public also 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:

- Reduce injuries and fatalities for all modes,
- Be prepared for future transportation emergencies resulting from earthquakes and possible terrorist events
- Reduce long term transportation repair costs through timely replacement of assets;
- Save consumers repair costs due to poor road conditions

Examples of Current Efforts: Timely replacement of worn out transit vehicles, allocation of federal funds for local street repairs, seismic retrofitting of Bay bridges, technical assistance to local governments for pavement repairs and safety issues (TETAP)

Key Measures of Progress

- Number of injuries and fatalities at identified safety “hotspots”
- Pavement Condition Index (freeways and roads)
- Average age of transit fleet
- Progress in completing bridge seismic retrofit program

A Reliable Commute

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. Future regional growth will result in continued traffic problems throughout the Bay Area. However, travelers will benefit by having an expanded range of choices for making trips based on their personal requirements for travel time, cost, convenience, and reliability. Many of the building blocks for an effective multi-modal regional transportation system are already in place. Over the years, extensive new transit, carpool, and bike facilities have been created to provide new choices to travelers. These expanded choices, together with new traffic operations strategies, are the key to reducing the impact traffic congestion has on people’s lives and business. The public also 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. Finally, 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.

Objectives:

- Create an effective set of travel options for people to get to their destination depending on their personal preferences for time, cost, convenience and trip reliability.
- Improve the number of trips that can be made on time
- Make it easier for people to make connections between transit systems and to move from one mode to another
- Improve information on travel conditions and options

Examples of Current Efforts: 511 travel information system, universal fare card (TransLink®), Freeway motorist assistance (FSP and call boxes), Caltrans Traffic Operations System (ramp metering, message signs, incident detection), Resolution 3434 Regional Transit Expansion Program, regional HOV lane Master Plan, Regional Express Bus program, Regional Bike Plan, various road improvements (auxiliary lanes, interchange improvements), signal coordination and retiming program,

Key Measures of Progress

- New capacity added to the Metropolitan Transportation System (MTS) (travel time savings)
- Progress with freeway ramp meters (efficiency)
- Progress in coordinating/retiming signals (efficiency)
- On time transit performance (reliability)
- Effectiveness of Freeway Service Patrol (reliability)
- New transit connectivity projects completed (from Connectivity Study)
- Progress in improving traveler information

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. Removing existing barriers to mobility for older adults, the disabled, low income, and school children 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.

Objectives:

- Identify barriers, such as gaps in service, affordability, and safety
- Improve delivery of services by coordinating with a range of agencies
- Secure adequate resources to respond to these needs

Examples of Current Efforts: Identification of a Lifeline Transportation Network, Low Income Flexible Transportation (LIFT) services, ADA and paratransit funding, TLC/HIP projects in disadvantaged communities, various planning studies (Older Adults Transportation Study, Transportation Affordability Study, Community Based Transportation Plans, social equity analysis for the RTP)

Key Measures of Progress

- Amount of LIFT service provided
- Progress in implementing programs for Older Adults (TBD)
- Progress in completing Community Based Plans
- MTC and Transit Operator Title VI reports

Livable Communities

Purpose: Over the long term it is widely recognized that transportation and land use decisions will impact regional travel patterns as well as mobility within communities related to opportunities for biking, walking, or using transit. 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 to increase regional housing and improve transportation options. There appears to be early consensus that from the regional level, the most effective approach for achieving these desirable land use patterns is through incentives to local government. In addition, smaller scale projects funded through MTC's Transportation for Livable Communities and Housing Incentive programs (TLC/HIP) will continue to play a role in helping communities create vibrant neighborhoods while providing increased travel options within these communities.

Objectives:

- Create incentives to encourage transit oriented development around regional transit systems and mixed use development elsewhere
- Create new and safer ways to get around within communities by walking and biking and connecting communities to transit
- Partner with local communities in developing transportation approaches that enhance community vitality for neighborhoods and retail centers

Examples of Current Efforts: participation in regional Smart Growth initiative, expanded funding for TLC/HIP, Resolution 3434 regional transit expansion policies for supportive land use plans around new transit lines; Transportation Planning and Land Use Solutions (T-PLUS)-- partnering with CMAs to make local land use decisions

Key Measures of Progress

- Number of TLC projects completed
- Number of new Transit Oriented Development projects assisted with HIP
- Number of new mixed use development projects assisted with HIP
- Annual results of T-PLUS program

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 chemicals that contribute to formation of smog over the last two decades, and the Bay Area now meets the federal 1-hour ozone standard. While most reductions from motor vehicles come from strict state controls on vehicle engines and fuels, certain types of transportation investments can help reduce the number of vehicle trips and lower emissions through more efficient traffic flows on freeways and local streets. Maintaining good air quality will require greater attention on efforts to control emissions on specific days when ozone could reach unhealthy levels. New challenges will include tackling the reduction of small particulate matter from vehicles, a new health concern, and further collaboration with the Central Valley on reducing transport from Bay Area sources.

Objectives

- Achieve additional reductions in motor vehicle emissions through effective transportation control measures
- Working with the Air District, develop new episodic control strategies for predicted high ozone days
- Help reduce particulate matter from buses and other heavy duty vehicles

Examples of Current Efforts: Ongoing implementation of various state and federal Transportation Control Measures; funding for emission control devices on urban buses to lower ozone precursors and particulate matter

Key Measures of Progress

- Period analysis of consistency between the Regional Transportation Plan and Transportation Improvement Program (TIP) and the federal air quality plan (also known as transportation conformity).
- Progress is retrofitting urban buses with new emission controls

Efficient Freight Travel

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, creating efficient connections between carriers, but ultimately the region's major freight corridors will need further expansion. Both congestion on key freight routes and the reliability of trip times have become major concerns with maintaining an effective transportation system for moving freight within and into and out of the Bay Area. 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;
- Identify long term capacity issues associated with cargo movement through airports and seaports
- Collaborate with the private sector to best leverage both public and private financial resources to improve freight related infrastructure.

Examples of Current Efforts: Regional Freight Initiative-- to identify future freight improvement projects in the region and issues related to zoning protection for freight activities; advocacy related to new transportation reauthorization bill (SAFETEA)

Key Measures of Progress

- Identification of key freight projects and associated funding

DRAFT**TRANSPORTATION 2030 GOALS AND INVESTMENT SCENARIOS
ASSESSMENT**

GOAL	Option A*	Option B*	CMA*	Transit*	Big Tent
1. A safe and well-maintained system	2	2	2	3	4
2. A Reliable Commute	1	2	2	1	TBD
3. Lifeline Mobility	2	3	2	2	4
4. Livable Communities	3	2	2	2	TBD
5. Clean Air	4	4	4	4	4
6. Efficient Freight Travel	1	2	2	1	TBD

* Assessments of Scenarios include both committed and uncommitted investments

KEY

Achieves Goals

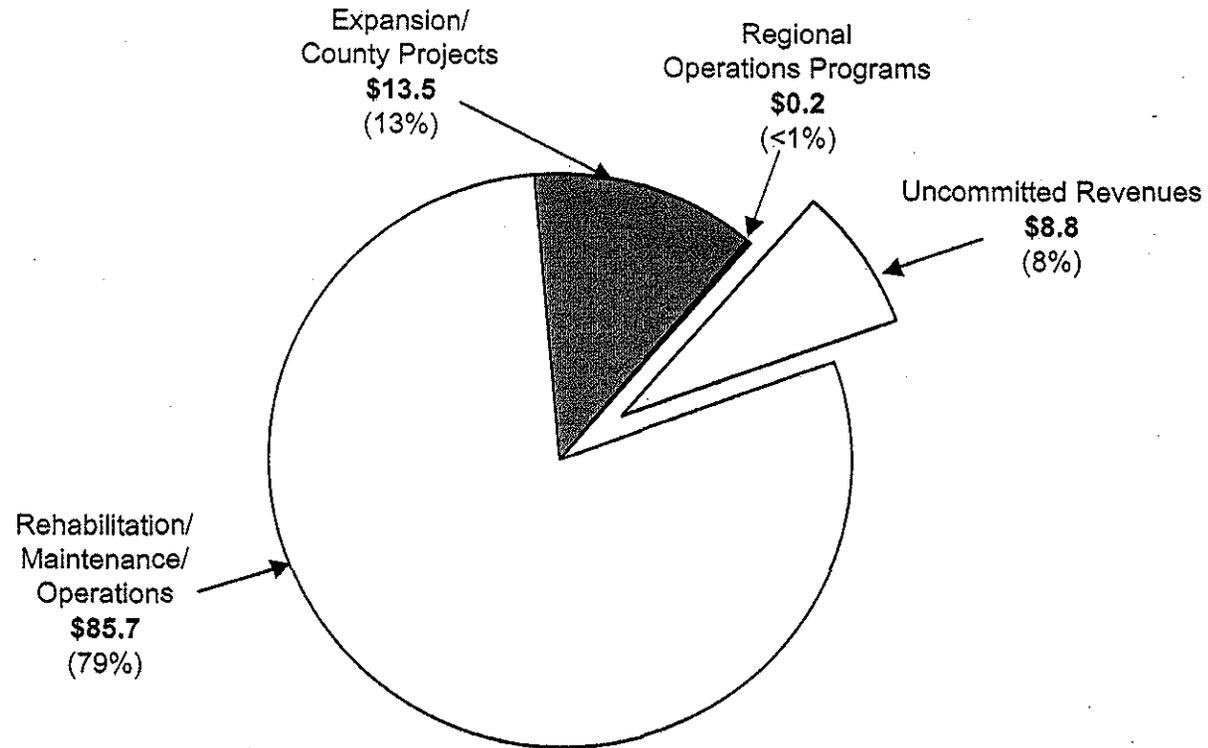
1 = Poor

2 = Fair

3 = Good

4 = Excellent

Attachment C-1
Transportation 2030 Committed vs. Uncommitted Revenues
(2004\$ in billions)



ATTACHMENT C-2 Transportation 2030 Plan - Regional Program Investment Scenarios

2004\$ in millions

	Investment Options					
	2001 RTP	Option A	Option B	CMA's	Transit Operators	Remaining Big Tent Need
Uncommitted Revenues	\$ 7,359.8	\$ 8,766.9	\$ 8,766.9	\$ 8,766.9	\$ 8,766.9	
Rehabilitation	\$1,024.9	\$1,430.4	\$2,326.2	\$2,326.2	\$6,767.1	\$11,400 to \$15,900
Transit Shortfall	\$1,131.9	\$1,686.8	\$1,665.7	\$1,665.7	\$3,500.0	\$3,200 to \$5,400
Local Road Shortfall	\$148.0	\$1,742.6	\$990.5	\$990.5	\$2,286.8	\$5,200 to \$6,500
State Highway Shortfall	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,000 to \$4,000
Regional Program	\$565.2	\$582.8	\$653.7	\$515.0	\$440.0	\$1,600 to \$2,400
Regional Operations Program	\$548.4	\$396.0	\$314.5	\$328.2	\$328.2	\$200 to \$300
Clean Air Program	\$16.8	\$16.8	\$16.8	\$16.8	\$16.8	\$100 to \$200
Lifeline Transportation		\$95.0	\$172.4	\$95.0	\$95.0	\$1,300 to \$1,900
Regional Bicycle/Pedestrian Program		\$75.0	\$150.0	\$75.0	\$0.0	\$450 to \$600
TLC/HIP	\$362.2	\$504.5	\$454.0	\$454.0	\$454.0	n/a
CMA Planning	\$55.5	\$95.0	\$95.0	\$95.0	\$84.0	n/a
Subtotal Regional Programs	\$2,307.9	\$4,612.7	\$3,528.9	\$3,390.2	\$6,765.1	\$13,000 to \$18,300
Residual for County Programs	\$6,051.9	\$4,154.2	\$5,238.0	\$5,376.7	\$2,001.8	TBD

Notes:

Option A

- 1) Transit shortfall: vehicle, guideway and safety and ADA (Score 14+) only/
--no major Preventative Maintenance (PM)
- 2) MTS plus Arterials/Collectors-Pavement; Non-Pavement for MTS only
- 3) State highway shortfall assumed to be addressed through the big tent for all scenarios.
Shortfall may be updated pending final determination by MTC/Caltrans.
- 4) Regional Programs at enhanced levels
- 5) Clean air program at current level
- 6) Lifeline transportation at current levels
- 7) Add regional bike/ped program - starts to close regional bike network shortfall
- 8) Triple TLC/HIP plus approx. 10% increase for local specific plans
- 9) CMA Planning and T-Plus (for 10 years only)

Option B

- 1) Transit shortfall: vehicles and fixed guideway only (Score 16+)/no PM
- 2) MTS only-Pavement/Non-Pavement
- 3) State highway shortfall assumed to be addressed through the big tent for all scenarios.
Shortfall may be updated pending final determination by MTC/Caltrans.
- 4) Regional Programs at reduced level
- 5) Clean air program at current level
- 6) Lifeline transportation at expanded level
- 7) Regional bike/ped program expanded
- 8) Triple TLC/HIP
- 9) CMA Planning and T-Plus (for 10 years only)

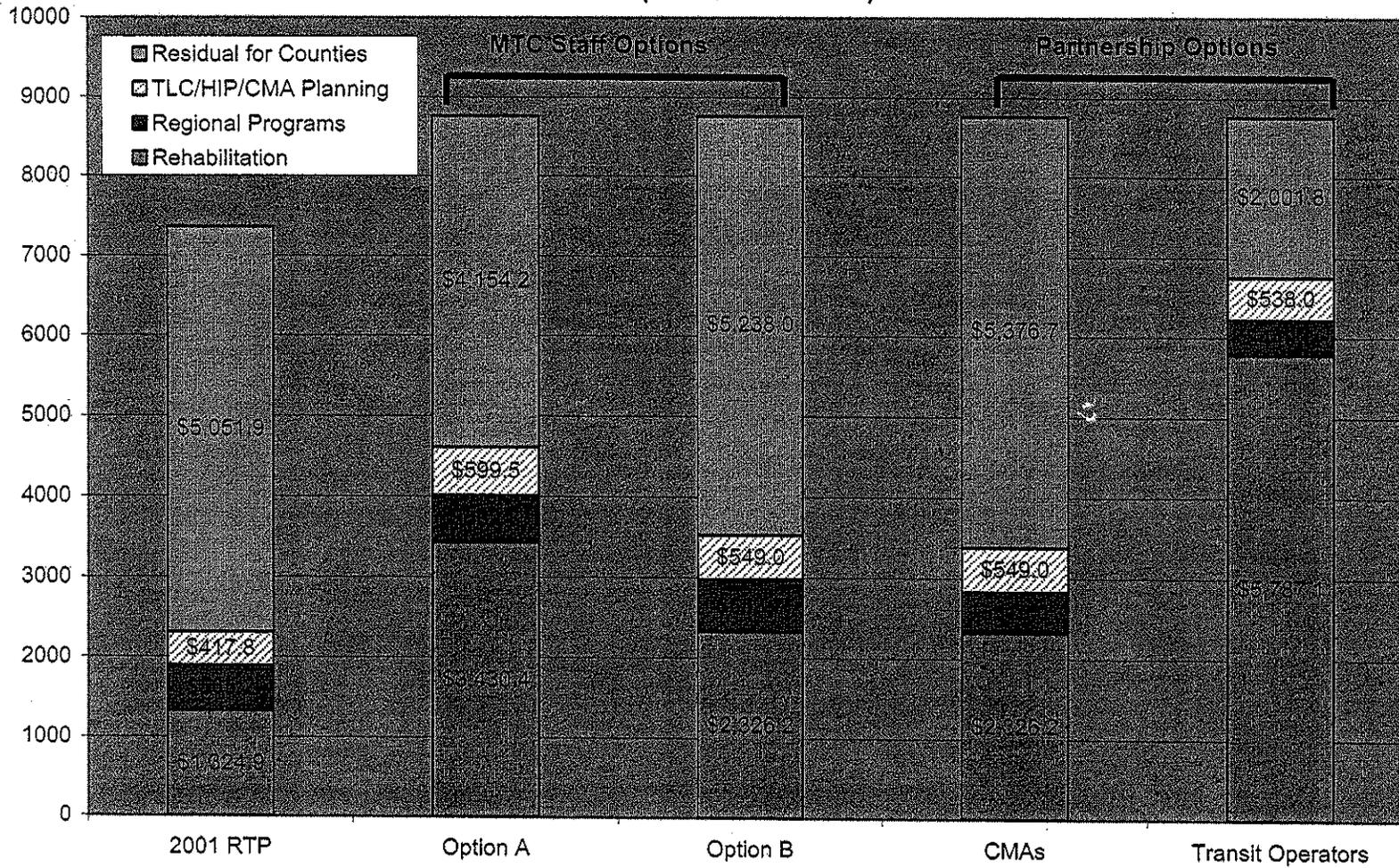
CMA Option

- 1) Transit shortfall: vehicles and fixed guideway only (Score 16+)/no PM
- 2) MTS only-Pavement/Non-Pavement
- 3) State highway shortfall assumed to be addressed through the big tent for all scenarios.
Shortfall may be updated pending final determination by MTC/Caltrans.
- 4) Regional Programs at current level
- 5) Clean air program at current level
- 6) Lifeline transportation at current level
- 7) Regional bike/ped program: Same as Option A
- 8) Triple TLC/HIP
- 9) CMA Planning and T-Plus (for 10 years only)

Transit Option

- 1) Transit shortfall: Option A plus stations and heavy equip.(Score 12+)/
--no major Preventative Maintenance (PM)
- 2) MTS plus Arterials/Collectors-Pavement and Non-Pavement
- 3) State highway shortfall assumed to be addressed through the big tent for all scenarios.
Shortfall may be updated pending final determination by MTC/Caltrans.
- 4) Regional Programs at current level
- 5) Clean air program at current level
- 6) Lifeline transportation at current level
- 7) No regional bike/ped program
- 8) Triple TLC/HIP
- 9) CMA Planning without T-Plus

**Attachment C-2
 Transportation 2030: Regional Program Investment Options
 (2004\$ in millions)**



Attachment C-3

Allocation Option 1: County Transit Allocation Formula

T-2030 Remaining Uncommitted Funding Shares by Scenario
(2004\$ in millions)

County	MTC Staff Options		Partnership Options		2001 RTP Track 1
	Option A	Option B	CMAs	Transit Operators	
Alameda	\$ 381.6	\$ 587.5	\$ 600.6	\$ (168.3)	\$ 573.1
Contra Costa	\$ 275.3	\$ 481.7	\$ 490.7	\$ (16.4)	\$ 466.0
Marin	\$ 85.5	\$ 131.8	\$ 134.0	\$ 24.9	\$ 116.4
Napa	\$ 53.2	\$ 63.7	\$ 65.0	\$ 51.5	\$ 101.8
San Francisco	\$ 114.0	\$ 240.7	\$ 246.7	\$ (423.1)	\$ 284.1
San Mateo	\$ 312.2	\$ 433.6	\$ 439.5	\$ 83.3	\$ 430.9
Santa Clara	\$ 1,070.5	\$ 1,286.4	\$ 1,301.2	\$ 741.5	\$ 1,156.6
Solano	\$ 228.7	\$ 347.9	\$ 352.3	\$ 146.6	\$ 266.3
Sonoma	\$ 135.0	\$ 243.9	\$ 248.5	\$ 63.4	\$ 323.5
County Subtotal	\$ 2,655.9	\$ 3,817.2	\$ 3,878.4	\$ 503.5	\$ 3,718.8
Regional Discretion					
ITIP	\$ 1,313.4	\$ 1,313.4	\$ 1,313.4	\$ 1,313.4	\$ 1,333.1
Plus Prop. 42 STA - Pop	\$ 184.9	\$ 107.5	\$ 184.9	\$ 184.9	
Uncommitted total	\$ 4,154.2	\$ 5,238.0	\$ 5,376.7	\$ 2,001.8	\$ 5,051.9

Attachment C-3

Allocation Option 2: Transit Shortfalls Regionally "Off the Top"

T-2030 Remaining Uncommitted Funding Shares by Scenario
(2004\$ millions)

County	MTC Staff Options		Partnership Options		2001 RTP Track 1
	Option A	Option B	CMAs	Transit Operators	
Alameda	\$ 757.1	\$ 912.1	\$ 925.2	\$ 313.5	\$ 573.1
Contra Costa	\$ 409.7	\$ 589.2	\$ 598.2	\$ 90.1	\$ 466.0
Marin	\$ 56.9	\$ 111.4	\$ 113.6	\$ (22.7)	\$ 116.4
Napa	\$ 17.6	\$ 35.5	\$ 36.8	\$ (22.3)	\$ 101.8
San Francisco	\$ 283.4	\$ 361.5	\$ 367.4	\$ 102.1	\$ 284.1
San Mateo	\$ 286.7	\$ 401.1	\$ 407.0	\$ 100.0	\$ 430.9
Santa Clara	\$ 676.8	\$ 962.9	\$ 977.7	\$ 148.8	\$ 1,156.6
Solano	\$ 155.8	\$ 296.8	\$ 301.1	\$ (37.3)	\$ 266.3
Sonoma	\$ 11.8	\$ 146.7	\$ 151.4	\$ (168.6)	\$ 323.5
Subtotal	\$ 2,655.8	\$ 3,817.1	\$ 3,878.4	\$ 503.5	\$ 3,718.8
Regional Discretion					
Plus ITIP	\$ 1,313.4	\$ 1,313.4	\$ 1,313.4	\$ 1,313.4	\$ 1,333.1
Plus Prop. 42 STA - Pop	\$ 184.9	\$ 107.5	\$ 184.9	\$ 184.9	
Uncommitted total	\$ 4,154.2	\$ 5,238.0	\$ 5,376.7	\$ 2,001.8	\$ 5,051.9

Attachment C-3

Allocation Option 3: Transit Shortfalls 50% Regionally "Off the Top" and 50% County Formula

T-2030 Remaining Uncommitted Funding Shares by Scenario
(2004\$ millions)

County	MTC Staff Options		Partnership Options		2001 RTP Track 1
	Option A	Option B	CMAs	Transit Operators	
Alameda	\$ 569.4	\$ 749.8	\$ 762.9	\$ 72.6	\$ 573.1
Contra Costa	\$ 342.5	\$ 535.4	\$ 544.5	\$ 36.9	\$ 466.0
Marin	\$ 71.2	\$ 121.6	\$ 123.8	\$ 1.1	\$ 116.4
Napa	\$ 35.4	\$ 49.6	\$ 50.9	\$ 14.6	\$ 101.8
San Francisco	\$ 198.7	\$ 301.1	\$ 307.0	\$ (160.4)	\$ 284.1
San Mateo	\$ 299.4	\$ 417.4	\$ 423.2	\$ 91.7	\$ 430.9
Santa Clara	\$ 873.7	\$ 1,124.6	\$ 1,139.5	\$ 445.2	\$ 1,156.6
Solano	\$ 192.2	\$ 322.4	\$ 326.7	\$ 54.6	\$ 266.3
Sonoma	\$ 73.4	\$ 195.2	\$ 199.9	\$ (52.7)	\$ 323.5
Subtotal	\$ 2,655.8	\$ 3,817.1	\$ 3,878.4	\$ 503.6	\$ 3,718.8
Regional Discretion					
Plus ITIP	\$ 1,313.4	\$ 1,313.4	\$ 1,313.4	\$ 1,313.4	\$ 1,333.1
Plus Prop. 42 STA - Pop	\$ 184.9	\$ 107.5	\$ 184.9	\$ 184.9	
Uncommitted total	\$ 4,134.2	\$ 5,238.0	\$ 5,376.7	\$ 2,001.8	\$ 5,051.9



Key Transportation 2030 Projects/Issues:

I. Priority Projects/Programs

1. **I-80/680/12 Interchange - \$562 million shortfall**
2. **I-80/680/780 Corridor Improvements - \$750 million shortfall (mid term projects); \$1+ billion (long term projects)**
3. **State Route 12 - \$167 million shortfall**
4. **I-80 Reliever Route (Jepson Parkway Project) - \$30 million shortfall**
5. **Maintenance of Local Streets and Roads - \$595 million shortfall in Solano County**
6. **Implementing Resolution 3434 Transit Expansion Projects:**
 - A. Construct new Capitol Corridor Commuter Rail Stations (Fairfield/Vacaville, Benicia and Dixon) and additional peak hour rail service in preparation for the 5-county commuter rail service between Oakland and Sacramento (Auburn) - \$130 million
 - B. Support Expanded Express Bus Service, new and expanded park and ride lots and new transit hubs - \$194 million
 - C. Support Vallejo Intermodal Station and expanded ferry service - \$61 million shortfall

II. Key Policy Issues

1. **Preserving Flexible Funding Decisions and Programming at the County Level:**
 - A. Programming of 100% of County STIP funds to match ITIP, SHOPP and Federal Earmark Funds and a flexibility to program a significant percentage of federal STP/CMAQ funds to address County road rehab shortfalls and other priorities
 - B. Maintain Current and Future Proposition 42 generated State Transit Assistance (STA) Population Based -Northern Counties funds for development and maintenance of transit services for Solano County, other North Bay counties and small operators
2. **Implementation of Regional Land Use and Transportation Decision Making (TLC/T-Plus programs) at the countywide level**



DATE: December 1, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Extension of Contract for State Lobbying Representation
Transportation Services

Background:

Each year, the STA Board reviews and adopts a legislative platform and a list of legislative priorities for both the State and Federal level. On April 12, 2000, the STA entered into a contract with Shaw & Yoder, Inc., for state lobbying representation services to help secure state funding for STA's priority projects and to monitor state legislation affecting transportation. The firm of Shaw & Yoder, Inc. consists of Josh Shaw and Paul Yoder, partners in the firm. For day-to-day activities, the STA contract is also supported by Tony Rice. Shaw & Yoder, Inc. also provides lobbying services for the County of Solano.

Historically, their lobbying efforts have proved effective and productive. In 2001, the STA was successful in landing three specific state transportation earmarks from the Traffic Congestion Relief Program (TCRP) created by former Governor Gray Davis and approved by the State Legislature. The STA landed earmarks for the I-80/680 Interchange (\$13 million), SR 12 Jameson Canyon (\$7 million), and the Vallejo Ferry (\$5 million) with the assistance of Shaw & Yoder, Inc. and Solano County's State Legislators. In addition to advocating for funding, they serve as a communication conduit for the STA Board and staff with Solano County's four state legislators, key transportation and budget committees in both the Assembly and the Senate and with the California Transportation Commission, Caltrans and the Business, Transportation and Housing Agency (B,T & H). Subsequently, the STA has amended its contract with Shaw & Yoder, Inc. on an annual basis on three separate occasions. Last year, the STA retained Shaw & Yoder, Inc. for a contract amount of \$30,000. The most recent contract expired on September 30, 2003.

Discussion:

During the past year, the Executive Committee set specific priorities for the STA's state legislative advocacy efforts. This included monitoring legislative proposals to merge the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) and to create a transportation expenditure plan for the passage of the 3rd dollar on the Bay Area's seven state-owned toll bridges. At the request of the Executive Committee, Shaw & Yoder, Inc. communicated with the Executive Committee on a quarterly basis, in addition to the monthly written communications with the STA Board and the more frequent contact with staff. SB 916 (Perata) was developed by the Bay Area state legislative delegation and subsequently enacted into law. This measure authorized Regional Measure 2 to be placed on the ballot for seven Bay Area counties, including Solano County, adding a 3rd dollar

toll to the seven state-owned bridges in the Bay Area to fund an extensive list of transportation projects. Thanks to the efforts of Solano County's state legislative delegation and Shaw & Yoder, Inc., the STA was successful in having all of its priority projects included in the expenditure plan for RM 2. Shaw & Yoder, Inc. kept the STA apprised of the ABAG/MTC merger legislation until the potential author of the legislation (State Senator Tom Torlakson) decided to not pursue the legislation.

In November and December, the Executive Committee reviewed and discussed the extension of the contract with Shaw & Yoder, Inc. with STA staff, State Legislators and their staff, and County of Solano staff. Based on this review, the Executive Committee is recommending the STA Board approve renewing the contract with Shaw & Yoder, Inc. Concurrently, the Executive Committee has requested staff schedule STA Board presentations by Shaw & Yoder, Inc. on a quarterly basis. Staff will be working with Shaw & Yoder, Inc. and the Executive Committee to review the STA's draft 2004 Legislative Platform and will schedule their first presentation for the Board meeting of January 2004.

Fiscal Impact:

The fiscal impact of this contract is \$30,000, which has been included in the FY 2003-04 budget.

Recommendation:

Authorize the Executive Director to extend the contract for Lobbying Representation Services with Shaw & Yoder, Inc. for services through September 30, 2004 for an amount not to exceed \$30,000.



Date: December 2, 2003
To: STA Board
From: Daryl Halls, Executive Director
Re: Adjustment to Compensation Ranges for Assistant Executive Director/Director for Planning and Director for Projects Classifications

Background

On November 14, 2001, the STA Board approved adjustments to the classification ranges for the Assistant Executive Director/Director for Planning (formerly Deputy Director for Planning) and Director for Projects (formerly Deputy Director for Projects) classifications (attachment A).

ASSISTANT EXECUTIVE DIRECTOR/DIRECTOR FOR PLANNING

Dan Christians has served in this position for the past two years and he has consistently and successfully taken on new tasks, responsibilities and challenges during his ten years of employment with the STA. In 2000, he served as the acting Program Director for Solano Commuter Information and supervised the program's four employees during Elizabeth Richard's three months of maternity leave. He has successfully managed the STA's increased planning efforts and landed a multitude of regional and state funding grants. In addition, he has been a successful facilitator and implementer of various new programs and a quality supervisor and mentor for the STA's new and entry-level staff. Last year, he helped me co-author the new MTC/CMA Transportation/Land Use Work Plan (described by MTC as T-Plus), managed the Programmatic EIR for the Measure E expenditure plan, and served as STA's lead staff for three separate commuter rail studies. In 2001, the STA Board approved increasing the salary range for this position to \$77k - \$94k per year.

DIRECTOR FOR PROJECTS

Following the modification of the salary adjustment for Director for Projects position, the STA successfully recruited Mike Duncan in May of 2002 to fill this position's vacancy. For the past 17 months, Mike Duncan has proactively elevated the STA's Project Development Program, in terms of project development, fund management, and implementation of priority transportation projects. In addition, he has played a lead role in assisting management staff in its assessment of the STA budget and accounting systems and is successfully mentoring the STA's Project Assistant, Jennifer Tongson. His work with Caltrans' traffic operations staff has been particularly exemplary and the recently developed I-80/680/780 Corridor Study and its priority projects, which has been enthusiastically supported by Caltrans, is a direct result of his expertise and leadership. In addition, his proactive pursuit of project development implementation and early allocation votes by the California Transportation Commission (CTC) resulted in the STA's top transportation project, the I-80/680/SR 12 Interchange, being under contract and allocated when the CTC placed a moratorium on new State Highway Account allocations this year.

Discussion:

In order for the STA to continue to maintain and expand its ability to provide top quality transportation planning, fund management, and project delivery and development, it is imperative for the STA to recruit and retain top-level managers to serve in the positions of Assistant Executive Director/Director for Planning and Director for Projects. The salary ranges for both positions is \$77k to \$94k per year. Both Dan Christians and Mike Duncan are at or near the top step in this range. I am recommending that the salary ranges for both job classifications be adjusted to provide compensation commensurate with their experience, expertise and value to the agency, and to provide future opportunities for merit increases. For the Director for Projects position, I am recommending the range be adjusted by 10% (see attachment B). For the Assistant Executive Director/Director for Planning classification, I am recommending the range be adjusted by 15%, an additional 5% over that of the Director for Projects position to compensate for the additional management responsibilities of serving as the Assistant Executive Director (attachment B).

If the salary range adjustments for both positions are approved the total annual fiscal impact for fiscal year 2003/04 is projected to be \$788.

Fiscal Impact:

The fiscal impact for modifying the salary ranges for both positions for the remainder of FY 2003/04 is \$788. For FY 2004/05, it is projected to be \$7,130, compared to FY 03/04. The increased expenditure will be covered in future years by STIP PPM funds, CMP planning funds, project management funds for TCRP and STIP funded projects, and future STP/STIP swaps. These reclassifications are included in the STA's FY 2003/04 budget.

Recommendation

Approve the following:

1. Adjustment to the compensation range for Director for Projects as specified in Attachment A
2. Adjustment to the compensation range for Assistant Executive Director/Director for Planning as specified in Attachment A

Attachment:

- A. STA Compensation Ranges with adjustments for Assistant Executive Director/Director for Planning and Director of Projects



DATE: December 1, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Appoint STA Alternate to the Capitol Corridor
Joint Powers Board

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. Board Members or Alternate Board Members of the STA are eligible to serve on the CCJPB. 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 his STA appointment ended last month. Staff is recommending the Board appoint a new alternate prior to the CCJPB meeting on December 17, 2003.

Mayor Mary Ann Courville has expressed an interest in serving on the CCJPB Board. The new alternate will be invited to attend and participate as a voting member at the next Capitol Corridor Joint Powers Board scheduled at 10:00 a.m. on December 17, 2003 at Suisun City Hall.

Recommendation:

Appoint Mary Ann Courville as alternate to the Capitol Corridor Joint Powers Board effective immediately.



DATE: December 2, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Appointment of new STA Board Members to serve on
Solano Comprehensive Transportation Plan Committees

Background:

The update of the Solano Comprehensive Transportation Plan (CTP) continues to move forward on a fast track. All of the City Council and Board of Supervisors CTP/ RTP presentations have now been made. Updated needs assessments and Transportation for Livable Community (TLC) candidate projects have been submitted by member jurisdictions.

Three STA Committees provide policy input on each of the major CTP elements including:

- Arterials, Highways and Freeways
- Transit
- Alternative Modes

During the summer and fall 2003, each of the committees met to review the status of various studies and projects that will be incorporated into the updated CTP.

Discussion:

Each of the STA Committees will each be meeting one or two more times through February 2004 as noted below:

Arterials, Highways and Freeways: January 28, 2004, 5:30 p.m.

Transit: February 2, 2004, 9:00 a.m.

Alternative Modes: December 5, 2003, 1:30 p.m.
February 2004 – TBD

Vacancies on the Transit Committee were created last month when Dan Donahue and Pierre Bidou left the STA Board. It is recommended that those vacant positions be filled with the two new STA Board member appointments from Benicia and Vallejo.

Attached is a proposed list of STA Board Members and participants recommended for each of the three STA CTP committees (Attachment A).

Fiscal Impact

None

Recommendation:

Appoint new STA Board Members from Benicia and Vallejo to serve on the Solano Comprehensive Transportation Plan committees as shown in Attachment A.

Attachment

A. Proposed Members of Solano Comprehensive Transportation Plan Committees, Rev. 12-2-03

Proposed Members of Solano Comprehensive Transportation Plan Committees

Rev. 12-2-03

Transit

Major Responsibilities: Buses, Rail, Ferries

Committee members:

Mary Ann Courville, Committee Chair, City of Dixon

Anthony Intintoli, City of Vallejo (subject to STA Board approval)

Karin MacMillan, City of Fairfield

Steve Messina, City of Benicia (subject to STA Board approval)

Participants:

Assemblywoman Lois Wolk's Office, Ricardo Blanco

BAAQMD, Liz Berdugo

Capitol Corridor JPA, Gene Skoropowski and David Kutrosky

Chambers of Commerce: Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo

Media

MTC – Ashley Ngyugen

PCC Member, Jim Simon

Public Member

Senior Representative

Solano EDC, Mike Ammann

SolanoLinks Transit Consortium, Kevin Daughton

STA TAC, Pam Belchamber

State Senator Wesley Chesbro's Office, Darby Kernan

Arterials, Highways, and Freeways

Major Responsibilities: Interchanges, major arterials, state highways, freeways

Committee members:

John Silva, Committee Chair, Solano County

Harry Price, City of Fairfield

Ed Woodruff, City of Rio Vista

John Vasquez, Solano County

Len Augustine, City of Vacaville

Pete Rey, City of Vallejo

Participants:

Caltrans District 4, Lenka Culik-Caro and Cameron Oakes
CHP, Fairfield
Chambers of Commerce: Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo
Congresswoman Ellen Tauscher's Office, Jennifer Barton
League of Women Voters, Bernice Kaylin
Media
MTC – Planning, Ashley Nguyen
Public Member
SEDCORP, David Esparza, Cal Inc.
Solano County Transportation Dept. staff, Charlie Jones, Jr. and Paul Wiese
STA TAC, Gary Leach

Alternative Modes

Major Responsibilities: Bicycle and pedestrian routes, transportation for livable communities, ridesharing, park and ride lots, alternative fuels and HOV lanes

Committee members:

Marci Coglianese, Committee Chair, City of Rio Vista
Dan Smith, City of Benicia
Michael Segala, City of Suisun City
Rischa Slade, City of Vacaville

Participants:

Chambers of Commerce, Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo
Congressman George Miller's Office, Kathy Hoffman
Media
MTC – Planning, Ashley Nguyen
Public Member
SNCI, Elizabeth Richards
SEDCORP, Don Erickson
Solano City and County Planners – Barry Munowitch, Tom Bland and Brian Miller
Solano Land Trust, Jim Ball
SolanoLinks Transit Consortium, Vanessa Klaiber-Guerrero
STA BAC, Randall Carlson
STA TAC, Ed Huestis
YSAQMD, Larry Greene and Dan O'Brien



Date: December 1, 2003
To: STA Board
From: Dan Christians, Assistant Executive Director/Director of Planning
Elizabeth Richards, SNCI Program Director
Re: Contract Amendment for Marketing Services with
Moore Iacafano and Goltsman for Additional Services
during FY 2003-04

Background:

In September 2002, the STA Board approved a contract with Moore, Iacofano, and Goltsman, Inc. (MIG) for marketing services that supported a variety of STA functions. The contract included \$15,000 for Solanolinks marketing for Transpo Expo and \$85,000 for Solano Napa Commuter Information (SNCI) program marketing. Through this contract SNCI's new logo was developed and then used on a variety of newly created materials and brochures. MIG created and printed a series of incentive promotional brochures for two vanpool incentives, a carpool incentive, and a transit incentive. The development of a Solano Countywide Guaranteed Ride Home program was also initiated.

Discussion:

The contract entered into with MIG in FY02/03 included the opportunity to extend the contract into FY03/04 with additional funds subject to the approval by the STA Board. All funds on the existing contract have been expended.

Additional funds are available to amend the contract so that MIG can complete some of the projects that were started (i.e., the guaranteed ride home program) and re-print popular materials such as the Commuter Guide. In addition, SNCI's Work Plan directs that three new areas of the county be targeted with the carpool incentive program in FY03/04 requiring materials to be modified, printed and distributed.

STA marketing needs include the updating and reprinting of the STA's Transit Consortium SolanoLinks brochure and wall maps. These have been very popular and distributed widely throughout the county to promote various intercity transit services. In addition, the extended Rt. 30 service to Sacramento would be promoted further now that additional capacity is available. Assistance in developing the 2003 STA Annual Report and a new quarterly transportation newsletter is included in the scope of work.

A preliminary scope of work for the FY03/04 STA Marketing and SNCI Program Marketing is attached.

Fiscal Impact:

Funds are available from the STA's FY03/04 STAF funds (\$48,000) and from the SNCI's program's FY03/04 TFCA funds (\$50,000) to cover the cost of this contract amendment.

Recommendation:

Authorize the Executive Director to extend until June 30, 2004 and amend the existing contract not to exceed \$98,000 with Moore, Iacafano, and Goltsman, Inc (MIG) to conduct: 1) FY2003-04 STA Marketing, \$48,000; and 2) STA's SNCI marketing activities, \$ 50,000.

Attachment

A. Preliminary Scope of Work for FY03/04 STA, SolanoLinks, and SNCI Program Marketing

Preliminary Scope of Work
2003-04 STA, SolanoLinks and SNCI Program Marketing

STA Marketing (\$48,000)

Fund Source: STAF

Solanolinks Marketing:

- * Redesign/reprint SolanoLinks brochure (20,000 copies)
- Redesign/reprint SolanoLinks Laminated Wall Maps (50-100 copies)

General STA Marketing:

- Design, produce, and print STA 2003 Annual Report (300 copies)
- Design, produce, print 1,000 copies of quarterly STA newsletters (twice)
- Design ads for Rt. 30 promotional campaign.

SNCI Program Marketing (\$50,000)

SNCI Program Marketing: (\$50,000)

Fund Source: SNCI TFCA

- * Reprint Commuter Guide (20,000 copies)
- Finalize Guaranteed Ride Home program
- Redesign/reprint carpool incentive brochure and implement direct mail campaign in three Solano locations.
- Design vehicle identification for STA van.

TOTAL: \$98,000



Date: December 2, 2003
TO: STA Board of Directors
FROM: Robert Guerrero, Associate Planner
RE: Caltrans Partnership Planning Grant for
State Route 12 Realignment and Rio Vista Bridge
Feasibility Study

Background:

Caltrans is currently accepting grant applications for Fiscal Year (FY) 2004-05 State Partnership Planning Funds. An estimated \$847,000 will be available statewide for this category as part of Caltrans' Transportation Planning Grant and Research Fund Program. Also, Caltrans annually provides planning funds for additional categories such as transit, community and regional partnership, safety, and environmental justice under this program.

The STA submitted a grant request for a Rio Vista Bridge Relocation Feasibility study under the 'Community Based Planning' and 'Partnership Planning' grant (both part of the Transportation Planning and Research Grant Program) in Fiscal Years 2001-2002 and 2002-2003 respectively. Both of the prior year applications were not funded because of the highly competitive nature of the program.

A Rio Vista Bridge Relocation Study was recommended in the 2001 Highway 12 Major Investment Study to address future traffic demands on the Highway 12 corridor.

Discussion:

For this grant cycle, STA staff proposes to revise and re-submit a Partnership Planning application co-sponsored with the Metropolitan Transportation Commission (and potentially the Sacramento Area Council of Governments, and the San Joaquin Council of Governments) for a feasibility study to analyze the potential realignments of Highway 12 through Rio Vista and possibly relocating the Rio Vista Bridge or add a new bridge span. Due to the limited funding available, the feasibility study will be divided into three phases (each subsequent phase will be contingent on the full completion of the scope of work for each prior phase).

The first phase will focus on new conceptual alignments for a Highway 12 based on community input, local and regional traffic forecasts, and preliminary environmental constraints. The conceptual alignments will include bridge approaches on Highway 12 that may begin as far west of Rio Vista as Highway 113 and at a location near or east of Highway 160. Phase 1 will also include environmental screening and detailed traffic analysis for each alternative. STA staff will work with the co-sponsors to request a total of \$100,000 in Partnership Planning funds to complete this phase of the project.

Phase 2 will build upon the data from Phase 1 and will further analyze the conceptual alignments to identify the most feasible alternative. Phase 2 will be a more detailed engineering study that will identify a plan line for preferred alignments to support traffic projections and identify how the new alignments will interface with local arterials.

Phase 3 will involve a detailed environmental assessment of the preferred alternative, investigate optional bridges types, and focus on implementation and funding strategies for construction of the project. STA staff will work with the co-sponsors to request additional funding for these phases from this grant source and others at a later time.

Fiscal Impact:

A 20% local match will be required from in-kind services. Additional grant requests and in-kind services would be necessary to obtain additional funding to complete Phase 2 and 3 of the study.

Recommendation:

Adopt the attached Resolution authorizing the Executive Director to co-sponsor an application with the Metropolitan Transportation Commission for the Highway 12 Re-alignment and Rio Vista Bridge Relocation Feasibility Study grant request for \$100,000 from the FY 2004-2005 Caltrans' Partnership Planning Funds grant program.

Attachment:

- A. Highway 12 Re-alignment and Rio Vista Bridge Relocation Feasibility Study Application Resolution

RESOLUTION 2003-18

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE EXECUTIVE DIRECTOR TO CO-SPONSOR AN
APPLICATION FOR THE HIGHWAY 12 REALIGNMENT AND RIO VISTA
BRIDGE RELOCATION FEASIBILITY STUDY WITH THE METROPOLITAN
TRANSPORTATION COMMISSION FOR A \$100,000 FROM THE FY 2004-2005
CALTRANS' PARTNERSHIP PLANNING FUND**

WHEREAS, the State Transportation Planning Grants are available annually for transportation planning grants in several categories; and

WHEREAS, the FHWA Partnership Planning category of the State Transportation Planning Grants has \$847,700 available statewide on a competitive basis; and

WHEREAS, the Metropolitan Transportation Commission is eligible to apply for State Planning Grants as the Metropolitan Planning Organization (MPO) for the nine Bay Area counties; and

WHEREAS, the Solano Transportation Authority is eligible to co-sponsor an application for State Transportation Planning Grants as a Joint Powers Authority representing seven cities and the County of Solano; and

WHEREAS, the Highway 12 Realignment and Rio Vista Bridge Relocation Feasibility Study is an appropriate planning activity for the FHWA Partnership Planning category of the State Transportation Planning Grants; and

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors authorizes the Executive Director of the Solano Transportation Authority to co-sponsor a grant application with the Metropolitan Transportation Commission for a Highway 12 Re-Alignment and Rio Vista Bridge Relocation Feasibility Study in the FHWA Partnership Planning category of the State Transportation Planning Grant program.

Jim Spering, Chair
Mayor, City of Suisun City

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed and adopted by said STA at a regular meeting thereof held this 10th day of December, 2003.

Daryl K. Halls
Executive Director

Passed by the Solano Transportation Authority (STA) Board on this 10th day of
December 2003 by the following vote:

Ayes: _____

Nos: _____

Absent: _____

Abstain: _____

Attest: _____
Clerk of the Board



Date: December 2, 2003
TO: STA Board of Directors
FROM: Robert Guerrero, Associate Planner
RE: Letter of Support for the Suisun City Application for Bicycle Transportation Account (BTA) Funds

Background:

Caltrans annually provides grant funds for bicycle related projects through the Bicycle Transportation Account (BTA) program. 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. Approximately \$7.2 million is available statewide for the 2004-05 fiscal year.

In July 2003, Suisun City completed a 2.2 mile class I bikeway along Highway 12 from Walters Road to Marina Boulevard. The original bikeway project included an additional Class I segment from Marina Boulevard to the Suisun City Amtrak Station along Main Street. This segment was rescheduled for completion pending additional funding. Until this segment is completed, bicyclist will need to travel a more circuitous route by crossing Highway 12 at Marina Boulevard and navigating through a residential area to reach the Suisun City Amtrak Station.

Discussion:

Suisun City staff submitted an application requesting BTA funds for 2004/05 fiscal year to construct the Marina Boulevard to Amtrak Station bicycle route segment. This segment is included in the STA's Countywide Bicycle Plan as part of the Central Countywide Bicycle Route, which is proposed to be one of the county's top five bicycle priority projects for completion in the next 5 years. Upon completion, this route will become part of a multi regional route connecting the cities of Suisun City, Fairfield, and Vacaville as part of the Jepson Parkway project. Suisun City is requesting a total of \$593,000 of BTA funds to complete this project.

Recommendation:

Authorize the Executive Director to submit a letter of support for Suisun City's application for Bicycle Transportation Account funds for the gap closure of the Central County Bikeway between Marina Boulevard and the Suisun City Amtrak Station

Attachment:

A. Project Location Map



Date: December 2, 2003
To: STA Board
From: Daryl Halls, Executive Director
Nancy Whelan, Finance Consultant
Re: FY 2003-04 Budget Amendment

Background:

On June 11, 2003 the STA Board approved the FY 2003-04 and FY 2004-05 STA budget. Since then, the budget has been reformatted to conform to the structure of the accounting system, the draft annual financial audit has provided fund balances (carry forward amounts), and updated cost and revenue information is available. This information has been compiled and is presented as a mid-year revision to the adopted FY 2003-04 budget.

Discussion:

The proposed FY 2003-04 budget revision is shown in Attachment A. Key budget revisions are summarized below:

Operations and Administration Expenditures

- Salary and benefits costs have been reduced to reflect actual benefits costs, and services and supplies have increased slightly, resulting in a net increase of \$11,838 to the Operations and Administration expenditure budget.

SNCI Program Expenditures

- Salary and benefits costs have been revised to reflect actual salary and benefits costs and shifting certain salaries from the SNCI management and administration line item to the project/program budget line items for transit coordination. These changes result in a net decrease of \$26,765.
- Program increases have been added to reflect increased revenues from prior year carry forward.

Project Development Expenditures

- Salary and benefits costs have been revised to reflect actual salary and benefits costs resulting in a net decrease of \$1,244.
- Multi-year grant funded project costs have been revised for the current year resulting in a net increase of \$66,576. These increases are funded from prior year carry forward funds.

Strategic Planning Expenditures

- Salary and benefits costs have been revised to reflect actual salaries and benefits costs and shifting of certain salaries from the Strategic Planning management and administration line item to project/program line items such as the AVA program. These changes result in a net decrease of \$15,824.
- Program cost increases for STA events, model development, countywide trails plan, bicycle plan, and Suisun Amtrak Lot are due to increases in prior year carry forward funds.
- Route 30 costs have been increased to reflect the pass through of STAF funds for CNG buses and TFCA funds. These changes result in an increase of \$217,000.
- The TFCA program expenditures line item has been reduced by \$354,065. These expenditures are now reflected in the SNCI and Route 30 program line items.

Revenues

- Most revenue changes are due to adjustments from estimated to actual prior year carry forward amounts based on draft audit results.
- Jepson Parkway revenues will be deferred to FY 2004-05 due to the anticipated drawdown of fund for the project.
- A total of \$75,000 in STIP PPM funds budgeted for the current year and projected carry forward for next year are not available.

Further detail on the revisions to the FY 2003-04 budget is provided in Attachment B.

This mid-year budget revision is based on the most current estimates available. During the course of the year, quarterly budget vs. actual reports will be prepared to monitor budget adherence and to determine if additional budget adjustments are needed. A final budget revision will be recommended at the end of the fiscal year.

Recommendation:

1. Adopt the revised STA FY 2003-04 budget as shown in Attachment A.

Attachments

- A. Proposed FY 2003-04 Budget Revision

SOLANO TRANSPORTATION AUTHORITY
 PROPOSED FY 2003-04 BUDGET REVISION
 December 2, 2003

REVENUES			
Operations		FY 03-04 Approved	FY 03-04 Revised
Gas Tax (Reserve Account)		\$50,000	\$50,000
Interest		\$0	\$0
STP		\$590,000	\$315,348
Gas Tax		\$237,427	\$237,427
YSAQMD		\$52,000	\$52,000
STIP		\$330,573	\$303,723
TCRP 25.2		\$35,500	\$35,500
DMV/AVA		\$5,000	\$5,000
STIP-TAP		\$40,600	\$40,600
TCRP 25.3		\$30,400	\$30,400
PCRP		\$3,500	\$3,500
TCI		\$250,000	\$338,929
Trails		\$60,000	\$60,000
TDA Art. 4/8		\$464,248	\$464,248
TDA Art. 3		\$38,000	\$43,081
TFCA		\$291,053	\$355,368
STAF		\$553,381	\$721,358
LIFT		\$33,000	\$33,000
CBO		\$50,000	\$50,000
RIDES		\$351,500	\$350,441
State TEA		\$0	\$23,638
Sponsors		\$25,000	\$25,000
Subtotal		\$3,491,182	\$3,844,052
TFCA Programs			
	TFCA	\$747,825	\$393,780
Subtotal		\$747,825	\$393,780
Abandoned Vehicle Abatement			
	DMV	\$375,000	\$353,671
Subtotal		\$375,000	\$353,671
Jepson Parkway			
	STIP	\$180,000	\$220,000
	Demo 1528	\$185,000	\$0
Subtotal		\$365,000	\$220,000
North Connector			
	TCRP 25.2	\$986,800	\$986,800
Subtotal		\$986,800	\$986,800
I-80/680/780 Transit Study			
	PCRP	\$141,500	\$223,859
Subtotal		\$141,500	\$223,859
I-80/680/780 Corridor Study (Seg 2-5)			
	STP	\$250,000	\$333,800
	SP&R	\$200,000	\$252,640
	STIP (PPM)	\$40,000	\$32,477
Subtotal		\$490,000	\$619,217
I-80/680/12 PA/ED			
	TCRP 25.3	\$1,860,500	\$1,860,500
Subtotal		\$1,860,500	\$1,860,500
TOTAL, ALL REVENUE		\$8,457,807	\$8,501,859

EXPENDITURES			
Operations		FY 03-04 Approved	FY 03-04 Revised
Operations Management/Administration		\$942,022	\$833,869
STA Board of Directors		\$44,600	\$44,600
Expenditure Plan		\$200,000	\$200,000
Contributions to STA Reserve Account		\$50,000	\$50,000
Subtotal		\$1,236,622	\$1,248,469
SNCI			
SNCI Management/Administration		\$416,674	\$399,009
Employer/Van Pool Outreach		\$10,000	\$10,000
SNCI General Marketing		\$40,887	\$72,841
Fall Campaign		\$20,000	\$20,000
Bike to Work Campaign		\$10,000	\$10,000
BikeLinks Maps		\$15,000	\$13,000
Incentives		\$40,000	\$50,000
Specialized City Services		\$10,000	\$10,000
Guaranteed Ride Home Program		\$10,000	\$10,000
Transit Management Administration		\$0	\$0
Rio Vista Van Pool Program		\$33,000	\$33,000
Community Based Transit Study		\$39,285	\$39,285
Local Transit Studies		\$161,381	\$184,958
Subtotal		\$806,227	\$822,991
Project Development			
Project Management/Administration		\$64,256	\$53,012
STIP Project Monitoring		\$40,800	\$40,800
Traffic Safety Plan Update		\$5,000	\$5,000
Union St/Main St. Feasibility Study		\$10,000	\$10,000
Regional Impact Fee Feasibility Study		\$0	\$0
SR 113 MIS/Corridor Study		\$0	\$0
SR 12 Bridge Study		\$0	\$0
Jepson Parkway EIR		\$965,000	\$220,000
North Connector PA/ED		\$986,800	\$986,800
I-80/680/780 Corridor Transit Study		\$141,500	\$23,859
I-80/680/780 Corridor Study (Seg. 2-5)		\$200,000	\$262,840
I-80/680/780 Corridor MIS		\$290,000	\$155,227
I-80/680/12 Interchange PA/ED		\$1,860,500	\$1,860,500
Subtotal		\$3,983,656	\$4,026,988
Strategic Planning			
Planning Management/Administration		\$255,477	\$29,658
SolanoLinks Marketing		\$55,000	\$55,000
General Marketing		\$55,000	\$55,000
Events		\$35,000	\$7,000
Model Development/Maintenance		\$280,000	\$263,723
Solano County TLC Program		\$65,000	\$65,000
Comprehensive Transportation Plan		\$25,000	\$25,000
Countywide Pedestrian/Trails Plan		\$63,000	\$115,56
Countywide Bicycle Plan		\$35,000	\$35,000
2001-02 Bike Route Signs		\$5,000	\$5,000
Senior and Disabled Transit Study		\$90,000	\$90,000
Transit Consolidation Feasibility Study		\$0	\$0
Dixon/Auburn Rail Study		\$10,000	\$10,000
Oakland/Auburn Commuter Rail Study		\$25,000	\$25,000
FF/VV Rail Station Design		\$60,000	\$60,000
Route 30		\$20,000	\$27,055
Suisun Amtrak Lot		\$250,000	\$38,929
TFCA Programs		\$747,825	\$393,780
DMV Abandoned Vehicle Abatement Program		\$375,000	\$353,671
Subtotal		\$2,451,302	\$2,401,420
TOTAL, ALL EXPENDITURES		\$8,457,807	\$8,501,859



Date: December 1, 2003
To: STA Board
From: Daryl Halls, Executive Director
RE: Measure E Assessment Report

Background:

The Solano Transportation Improvement Authority (STIA) developed and approved the expenditure plan for Measure E, a proposal to raise the county sales tax by ½ cent to fund an estimated \$1 billion countywide transportation expenditure plan. On November 5, 2002, Measure E was supported by 60% of Solano County voters that cast their vote during this election, but failed to attain the 2/3 voter (66.7%) threshold of Solano County voters necessary for passage.

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

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

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

PURPOSE OF CONSULTANT EVALUATION

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

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

CONSULTANTS SCOPE OF WORK

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

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

In October 2003, the STA Board approved an amendment of \$5,000 to the contract, bringing the total contract to \$25,000, based on an expanded work plan recommended by the Board's Local Funding Subcommittee (Len Augustine, Mary Ann Courville, John Silva and Jim Spring). This included three focus groups, an expanded public opinion poll, and an expanded timeframe for development of the contract. The extended timeframe was due in part to the expanded scope of work and to the delay of the implementation of the poll until after the Governor's recall election took place.

Discussion:

The lead consultant, D.J. Smith, facilitated three focus groups, one each in the cities of Fairfield, Vacaville and Vallejo. The focus groups were held to provide the consultant with a cross section of viewpoints and interest groups, and to enable more in depth discussions regarding specific projects, public impressions of the expenditure plan, and public awareness of Measure E. A summary of these three meetings is attached. The pollster, Jim Moore and Associates, conducted a 600 sample size, countywide public opinion poll. The poll was privately funded and was conducted over the weekend of October 25-27, 2003. D.J. Smith has completed his analysis of the Measure E election results and is working with the pollster to analyze the results of the public opinion poll. He is scheduled to discuss his assessment and recommendations with the Local Funding Subcommittee on December 8th and he will provide a presentation to the STA Board at the December 10th Board meeting. A summary of his analysis will be provided under separate cover after the meeting on December 8th.

Fiscal Impact:

None, this report is an informational item. The contract for consulting services of \$25,000 was previously approved and amended in two separate STA Board actions.

Recommendation:

Informational

Attachments:

- A. Summary of Three Focus Groups Meetings (Vallejo, Fairfield and Vacaville)

Focus Group Meeting

**Vallejo
September 30, 2003**

Attendees:

Everett Crockett – Senior Rep
Jim Mitchell – Downtown Reinvestment
Robert Litwin – Downtown Community Group
Veronica Bethel-Stone – Black Chamber of Commerce
Bob Silva – The De Silva Group
Joe Callahan – Vallejo Chamber of Commerce

Issues:

- I-80/I-680/SR 12 Interchange is major priority
- Vallejo Station completion
- Increased transportation for the elderly and disabled
- Left hand turns on congested streets, i.e. Sonoma Blvd and Redwood Blvd.
- Sunday transit service
- Strong interest in Napa/Solano Rail Study
- Location of bus stops in areas where there is less opportunity for crime
- Expand ferry service
- Parking structures downtown
- Alternatives to buses, such as light rail
- I-80 on/off ramps are dangerous
- General Mills location could be a good transit hub – transit, rail and ferry and easy access to I-80.
- Marketing of services

Focus Group Meeting

**Fairfield
October 28, 2003**

Attendees:

John Takeuchi – Taxpayers Association
Pat Snow – Transit Rider
Maurice Epps – Chamber of Commerce
Paul Ceccato – Homeowners Association

Issues:

- I-80/I-680/SR 12 Interchange
- Regional traffic on local roads
- Overpass on I-80 from Green Valley – no good way for students to get to school
- No transit into Napa
- Focus on Transportation Issues – not bicycle or pedestrian trails
- Hours for local transit are not long enough
- Too many breakdowns on local transit
- Sunday transit service
- No extra buses
- “There is money for projects”
- Use smaller buses for some routes where the ridership does not require a bigger bus.
- “System is now passed middle age”
- Truck Scales should be closed from 4 pm to 6 pm.
- The Federal Government should take care of the I-80/I-680 Interchange
- “There was very little public understanding of Measure E and the need for matching money

Focus Group Meeting

Vacaville
November 3, 2003

Attendees:

Al Banks – Ethnic Group
Kevin English – Business
Dan Broadwater – Labor
Lou Franchimon – Labor
Donna Harr – Property Rights
Tom Phillippi – Business

Issues:

- Seniors are not aware of available services
- Keep Measure funding on Transportation – not bicycle or pedestrian trails. Trails could occur over time with local funds.
- Not enough communication on projects listed in Measure E
- Roads and freeways need to be improved to enable farmers to get their product to market
- Farmers are not able to get onto freeway – traffic
- Transportation issues is stopping development
- There is general distrust of government
- 1 or 2 projects may have a better chance at passage
- I-80/I-680/SR 12 Interchange #1 county project
- Ancillary things can be done by developers
- Regional issues are most important
- Truck Scales a big traffic problem
- I-80/I-505 Interchange should be a priority – truck traffic a bottleneck
- Highway 12 traffic has caused much longer working days
- Vaca Valley Parkway needs to be widened
- “Transportation doesn’t float to top when trying to bring business into county. Qualified workforce, affordable housing and good schools are more important”
- Local roads need to be improved
- Need to make point that measure funding is “seed money” for federal and state dollars
- Issues need to be explained clearly
- People do not understand the concept of Mass Transit
- Toll roads for big rigs could solve problem
- People need to be represented on advisory committees
- “People have to know what’s in it for them”.
- “Does bridge toll cause problem for measure?”



Date: November 30, 2003
To: STA Board
From: Mike Duncan, Director of 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 subconsultant to MTCo/Nolte Joint Venture, and Nolte Engineering conducted the Cordelia Truck Scales Relocation Study.

After reviewing and evaluating a total of 24 potential sites in Solano County, three potential options were identified and evaluated for the locations of truck scales in Solano County. The sites selected for inclusion in these options were locations physically large enough to accommodate the scales without significant environmental constraints. 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 and conclusions of the Draft Cordelia Truck Scales Relocation Study were presented to the STA Board of Directors on October 8, 2003. At the request of Board Member Coglianesi, 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.

The Board received an update at the November 12, 2003 meeting regarding the public input process and the scheduled presentations.

Discussion:

The STA sent copies of the Draft Truck Scales Relocation Study to all City Council members and County Supervisors in Solano County, as well as the offices of Federal and State representatives, requesting comments. The initial report dated September 25, 2003 was revised to include an Executive Summary (see Attachment A), an updated Evaluation Summary Table (see Attachment B) and a revised Options and Site Locations Map (see Attachment C). The revised report is dated October 8, 2003.

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 Bijan Sartipi – November 3, 2003
- Vacaville City Council – November 11, 2003
- Rio Vista City Council – November 20, 2003
- Suisun City Council – December 2, 2003
- Fairfield City Council – December 16th or January 6th

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

The major issues/concerns voiced at the public input meetings include the following:

- Uncertainty regarding the future resources necessary for CHP to operate more than one site
- Additional opportunities for truckers to evade the scales if scales are located outside of the I-80/I-680/SR12 Interchange area, potential damage to local roadways when scales are evaded by truckers and potential security enforcement issues
- Incompatibility of truck scales with the original intent of the Green Belt between Dixon and Vacaville
- Incompatibility of truck scales with planned development in Lagoon Valley
- Additional air pollution from idling trucks in the Central Valley (Option 3) and Lagoon Valley (Option 2)
- Potential safety problems for motorists with trucks exiting and entering a two-lane highway (SR 12), particularly during foggy conditions
- Safety issues for the proposed site on SR 12 near Olsen Road due to the topography of this section of SR 12 and the proximity to the SR 12/SR 113 intersection
- Proximity of the proposed site on SR 12 near Branscome Road to Travis AFB and the potential for lights from the truck scales to confuse pilots landing at Travis AFB

The Arterials, Highways and Freeways Committee met on November 5, 2003 to receive an update on the study and to provide direction for the public input process. The Committee will meet on January 28, 2004 to review comments received from the public input process, responses to these comments, and potential recommendations to the Board of Directors. Additionally, at

the November 12th Board Meeting, Board Member Silva requested that members of the STA Board of Directors provide additional direction to STA staff at the December Board meeting to continue to help focus the public outreach effort.

Recommendation:
Informational.

Attachments

- A. Executive Summary
- B. Evaluation Summary table
- C. Options and Site Locations Map

I. EXECUTIVE SUMMARY

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 project. The purpose of the study was to identify potential sites along the I-80, I-505, SR 12 and SR 113 corridors that could satisfactorily accommodate the relocation of the existing scales within the interchange or at other sites in Solano County.

The Cordelia Truck Scales, located on I-80 between Suisun Valley Road and SR 12 (East), were built in 1958 and are currently undersized. The scales significantly contribute to the congestion on I-80 due to the large number of trucks exiting and entering I-80 and the close proximity of the scales to both the Suisun Valley Road and I-680 interchanges. The scales will need to be moved and expanded in order to accommodate the anticipated 115% growth in truck traffic in the corridor by 2040 and the eventual expansion of I-80 in this area.

The Cordelia Truck Scales were initially evaluated as part of the study of the I-80/I-680/SR12 Interchange that was completed in late 2001. This initial phase of studying the truck scales was documented in the *Truck Scale Data Collection and Analysis – Technical Memorandum*, dated July 26, 2001. This technical memorandum addressed the existing facility and the anticipated shortfalls with future traffic and formed the basis for estimating the impacts upon freeway and local roadway improvements within the I-80/I-680/SR12 Interchange area. Because of the significant costs to reconstruct the facilities and provide the necessary ramp structures for proper weaving and merging of traffic within the I-80/I-680/SR12 Interchange area, the STA determined that the potential relocation of the Truck Scales should be evaluated.

The Cordelia Truck Scales Relocation Study was conducted as a three-tier technical analysis. Tier 1 initially screened sites for physical size, impact of freeway operations and environmental fatal flaws. A total of 24 candidate sites were initially identified, but were narrowed to 11 candidate sites in Tier 1. In Tier 2, these 11 sites were further screened for specific geometric requirements, traffic operations, additional environmental impacts, and compatibility with local land use. The Tier 2 analysis recommended 8 candidate sites (subsequently increased to 10 sites) for further study. Three potential options for the locations of Truck Scales in Solano County were ultimately identified in Tier 2:

- Option 1 - Relocate and expand the scales within the I-80/I-680/SR12 Interchange
- Option 2 - Build new scales on I-80 between Fairfield and Vacaville and on SR 12 between I-80 and SR 113
- Option 3 - Build new scales on I-80 between Vacaville and Dixon, on SR 12 between I-80 and SR 113 and on I-505 between Vacaville and Winters

In Tier 3, a detailed technical analysis of these three options were evaluated against the following five criteria:

- Capital Cost
- 35-year Operations and Maintenance Costs
- Right-of-Way Requirements
- Environmental Considerations
- Traffic Operations

The technical analysis concluded that Option 3 is the best relocation option for the Cordelia Truck Scales. This option provides the lowest capital investment, the best flexibility in implementation, the least impact on traffic operations and sites that are in relatively more rural areas, consistent with similar facilities across the state.

On October 1, 2003, the Arterials, Highways and Freeways Committee of the STA Board of Directors recommended the following to the STA Board of Directors:

- Support Option 3 as the preferred option for the locations of Truck Scales in Solano County.

On October 8, 2003, the STA Board of Directors directed the following actions:

1. Release the Draft Report for comments.
2. In the Draft Report, include 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.

The Solano Transportation Authority Board of Directors will recommend additional actions at a later date.

6.3 SUMMARY EVALUATION MATRIX

Table 14 below summarizes how each site and each option performed under the evaluation criteria:

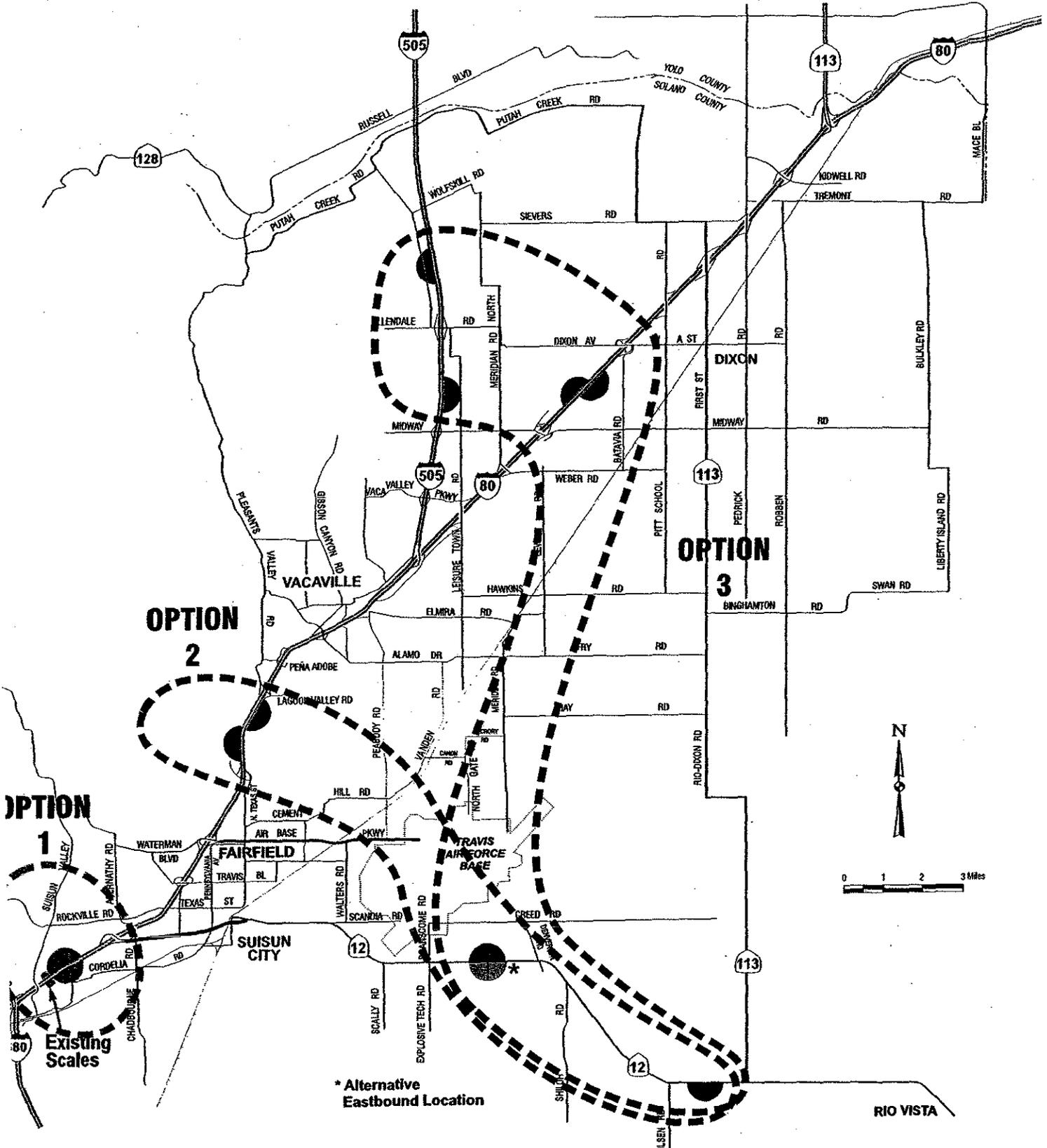
Table 14: Evaluation Summary Table by Option

Option / Facility Location	Capital Cost (\$M) ¹	35-yr O&M Cost (\$M) ¹	Total Option Cost (\$M) ¹	Right-of-Way Requirements (Acre)	Environmental Considerations Ranking	Traffic Operations Ranking
Option 1						
WB I-80 at Cordelia	145	167	\$582	46	+	-
EB I-80 at Cordelia	270			86		
Subtotal	\$415	\$167		132		
Option 2						
WB I-80 at Lagoon Valley	64	130	\$437	60	0	0
EB I-80 at Lagoon Valley	114			69		
WB SR 12 at Branscome	25	77	30			
EB SR 12 at Olsen	27	34				
Subtotal	\$230	\$207		193		
Option 3						
WB I-80 at Midway-Dixon	38	125	\$457	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	30				
WB SR 12 at Branscome	25	77	30			
EB SR 12 at Olsen	27	34				
Subtotal	\$178	\$279		184		

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

For evaluation criteria that are measured as a relative ranking between each of the option alternatives, the following indicators are used:

Symbol	Description
+	Relatively positive when compared to other option alternatives.
0	Relatively neutral when compared to other option alternatives.
-	Relatively negative when compared to other option alternatives.



CORDELIA TRUCK SCALES RELOCATION STUDY

OPTIONS AND SITE LOCATION MAP





Date: December 1, 2003
To: STA Board
From: Daryl Halls, Executive Director
RE: STA's Overall Work Plan – Draft Priority Projects
for FY 2003/04 and 2004/05

Background:

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's annual work plan for the forthcoming fiscal year. In July 2002, the STA Board adopted its priority projects for Fiscal Years 2002/03 and 2003/04 consistent with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year work plan. Subsequently, staff identified the fund sources and budget allocated for each of these projects/programs and on November 13, 2002 the STA Board amended and updated its list of 35 Priority Projects. Of the 35 projects, 28 were funded as of FY 2002/03. Six projects were targeted for funding in FY 2003/04 and one project remained unfunded.

Discussion:

STA Board Chair Jim Spring has requested staff agendaize review of the STA's Priority Projects for FY 2003/04 and 2004/2005 for Board discussion on December 10th. This topic will be presented in a workshop styled format to provide members of the STA Board with the opportunity to query staff, discuss various projects and set priorities. Attached for review, discussion and policy direction by the STA Board is a draft list of the STA's Priority Projects for FY 2003/04 and 2004/05. This list includes the previous 35 item list of STA Board adopted priority projects, plus several new projects added by staff based on previous requests from member agencies and/or recommendations contained in recently completed STA planning studies. Recently completed projects and studies, such as the Carquinez Bridge and the Commuter Rail to Bart Study, have been deleted and/or modified to reflect updated project studies.

Following discussion and direction by the STA Board, staff will prepare an updated list of the STA's Priority Projects and will reagendaize the item for Board approval in conjunction with adoption of the FY 2004/05 budget, tentatively scheduled for the STA Board meeting in February 2004. This will allow staff the requisite time necessary to evaluate the fund sources and resources available to the STA and develop a comprehensive plan to fund the STA Board's priority projects over the next few years. Based on a request from Board member Mary Ann Courville, staff will provide an estimate of the total cost to construct each project shown in the priority projects list, at the meeting.

Recommendation:
Informational

Attachment: A. STA's Draft Priority Projects for FY 2003/04 and 2004/05



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
Project Development				
1. I-80/680/SR 12 Interchange A. Interchange Master EIR/EIS B. Cordelia Truck Scales Relocation Study Status: Env Scoping Meeting held in May 2003. Environmental studies are underway. Truck Scales Study in public input process. Estimated Completion Date (ECD): 2007	STA	TCRP	\$1,890,900	\$1,923,400
2. North Connector EIR/EIS Status: Env Scoping Meeting held in March 2003. Environmental studies are underway. ECD: Spring 2005	STA	TCRP	\$1,022,300	\$588,500
3. I-80/680 Auxiliary Lane Project Status: Bids opened on 11/5/03. Construction to start in Spring 2004. ECD: December 2005	Caltrans	ITIP SHOPP	\$19,000,000	Ongoing



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
4. I-80-SR 12 West-Truck Climbing Lane Project Status: Project in design. Construction depends on the availability of SHOPP. ECD: 2007	Caltrans	SHOPP (FY 05-06)	\$7,000,000	Ongoing
5. I-80 HOV Project Study Report Status: Project suspended pending completion of I-80/680/780 Corridor Study.	Caltrans	Caltrans Planning	Caltrans funded	
6. I-80 Widening PA/ED Status: Project is currently in the Environmental phase. ITIP funding for the design is in jeopardy due to State budget.	Caltrans	ITIP	\$9,000,000	Ongoing
7. Benicia-Martinez Bridge Status: After several delays, bridge construction is continuing. ECD: 2006	Caltrans	RM-1	\$545,000,000	Ongoing

08



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
<p>8. Highway 37 Project A. Phases II B. Phase III and Landscaping Status: Construction is underway and on-schedule for both projects. ECD: January 2005 for Phase II and December 2005 for Phase III.</p>	Caltrans	STIP ITIP, RTIP	\$52,250,000 \$65,700,000	Ongoing Ongoing
<p>9. Jameson Canyon EIR/EIS Status: Only \$4.1M in TCRP funds were allocated. Caltrans plans to "restart" the env. studies in Jan 2003. ECD: 2005</p>	Caltrans STA NCTPA	TCRP STIP (Napa)	\$7,000,000 \$1,500,000	Ongoing
<p>10. Highway 12 SHOPP Projects A. Road Improvements Scandia to Denverton B. Road Improvements Denverton to Currie Status: Environmental for both projects underway. Programmed for 2004 SHOPP Program. ECD: 2008 for both projects.</p>	Caltrans	SHOPP SHOPP	\$11,500,000 \$25,000,000	Ongoing Ongoing



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
11. Highway 113 SHOPP Projects A. Maintenance Project (SR12 to Cherry) B. In Downtown Dixon - Reconstruct Status: Project A is complete. Project B is being designed by the City; submitted by Caltrans for 2004 SHOPP. ECD: Project B – 2005.	Caltrans	SHOPP SHOPP	\$2,500,000 \$2,500,000	Ongoing
12. Jepson Parkway Project A. EIS/EIR B. Walters Road Widening C. Leisure Town Interchange Status: Project A is underway. Project B is out for bids. Project C is ready to bid; however, STIP allocation is on-hold at the State. ECD: Project A – 2005. Project B – Fall 2004. Project C – 2006.	STA Suisun City Vacaville	STIP Fed Demo Fed Demo Local Fed Demo STIP Local	\$220,000 \$4,252,000 \$1,900,000 \$1,469,000 \$4,650,000 \$11,050,000	\$185,000 Ongoing Ongoing



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
13. Red Top Slide Project Status: Project was suspended due to stream contamination. Construction has resumed. ECD: March 2005	Caltrans	SHOPP	\$11,373,000	Ongoing
14. Monitor Delivery of Local Projects/Allocation of Funds Status: ongoing activity. ECD: ongoing activity.	STA	STIP-PPM STIP-TAP STP/STIP Swap	\$28,363 \$20,600 \$25,343	X
15. Update of Countywide Traffic Safety Plan A. Safe Routes to School Status: RFP ready for release. ECD: Spring 2004.	STA	Gas Tax	\$5,000	
16. Union Street/Main Street Reopening Study Status: RFP ready for release. ECD: Spring 2004.	STA	STIP-PPM	\$10,000	
17. Develop Local Interchange and Highway Landscaping Policies ECD: Spring 2004.	STA	General Fund	X	



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
18. Regional Impact Fee Study A. Phase 1 – Implement Feasibility and Overview B. Phase 2 – Implementation Plan Status: No action to date. ECD: Undetermined.	STA	STP/TLC	\$20,000	X
19. I-80 Corridor Project PSR's Status: Corridor Study will identify eligible projects. ECD: Undetermined.	Caltrans STA	STIP STP/STIP Swap		X
20. I-80/680/780 Corridor Study (includes HOV Study) Status: Mid-term and Long-term projects have been identified. ECD: Spring 2004.	STA	SP&R STP STIP-PPM	\$252,940 \$333,800 \$ 32,477	

84



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
Strategic Planning				
21. Capitol Corridor Rail Station- Fairfield/Vacaville Station and Fairfield- Suisun-Benicia track improvements. Status: Station and track improvements designs underway. \$25 million included in Measure 2. ECD: Preliminary designs and environmental document for Fairfield/ Vacaville Station to be completed by June 2004	Fairfield/ Vacaville STA CCJPA	ITIP RTIP ADPE-STIP RTIP Local \$	\$1,250,000 \$1,000,000 \$ 99,077 \$2,250,000 \$ 625,000	Ongoing
22. Commuter Rail Stations A. Benicia B. Dixon Status: Environmental studies and Basis of Design Report underway for Benicia Intermodal Station; Plans underway for Dixon Intermodal Station; RTIP funds expected to be moved into later years of 2004 STIP. ECD: Summer 2004 for Environmental Studies and Designs for both stations.		RTIP RTIP	\$1,325,000 \$ 400,000	Ongoing

85



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
23. I-80/680/780 Transit Corridor Study Status: Draft completed and circulated for comments. ECD: February 2004	STA	PCRP STAF	\$275,000	Carryover
24. Implementation of Countywide Bicycle Plan Priority Projects A. Solano Bikeway Feasibility-Phase 2 Vallejo-Fairfield B. Jepson Parkway Bikeway (next phase(s)) C. Benicia Bike Route: State Park/I-780 D. 4 th Priority TBD by BAC Status: Draft Countywide Bicycle Plan and new 5-year priority list underway ECD: February 2004	Fairfield Fairfield/ Vacaville Benicia	TDA-Art 3 TLC STIP CMAQ TBD	X X X X	X X X X



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
25. Countywide Pedestrian Plan A. Complete Vallejo Bay Trail Connector Feasibility Study – Phase 2 B. Bay Trail alternative – Phase 3b C. Countywide Pedestrian Plan and Implementation Plan -Phase 3c Status: Phase 2 Feasibility Plan nearing completion; Phase 3b alternatives study completed; State Grant secured and plan initiated for Countywide Pedestrian Plan. ECD: May 2004	STA Solano County	State TEA Bay Trails TDA-ART3	\$23,000 \$14,000 \$ 8,000 \$60,000	X X
26. Provide Staff support for Authority and new CTEP A. Public Information for CTEP B. Administrative and Legal support of Authority Board C. Expenditure Plan Development D. EIR Status: TBD	STA	STIP/ STP Swap, 3% Planning STAF	X X X X	X X X X



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
27. STA Marketing/Public Information Program A. Website B. Events C. Transit Marketing brochures D. Route 30 promotion Status: Contract amendment with marketing consultant to develop new materials; Transpo Expo planned for May 2004 ECD: June 2004 for FY03-04	STA	STAF STAF STAF Sponsors	\$55,000 \$55,000 \$32,000 \$ 5,000	On-going
28. SR 113 MIS Status: TBD	STA			



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
<p>29. Development of STA's TLC Program</p> <p>A. TLC Plan and candidate projects to be included in new Alternative Modes Element of CTP</p> <p>B. Further define/implement Land Use Strategies-TLC Best Practices</p> <p>C. New TLC guidelines and workshops to be conducted</p> <p>D. TLC Corridor Studies (i.e. North Connector, Jepson Parkway and S.R. 12 Design Concept)</p> <p>Status: STP-Planning Agreement for expanded work program signed with MTC; TLC Plan and candidate projects received for review by Alternative Modes Committee; New TLC guidelines underway.</p> <p>ECD: Spring/summer 2004</p>	<p align="center">STA</p>	<p>Regional TLC CMAQ</p> <p>STP-Planning Enhancements</p>	<p align="center">\$50,000</p>	<p align="center">\$50,000</p>
<p>30. Countywide Senior and Disabled Transit Study</p> <p>Status: Public input meetings held; Draft Plan underway.</p> <p>ECD: February 2004</p>	<p align="center">STA</p>	<p align="center">STAF (Reg)</p>	<p align="center">\$90,000</p>	



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
31. Transit Consolidation Study Status: TBD	STA	STAF		X
32. Development of Traffic Management Plan/ITS Status: TBD	STA	TBD		X
33. S.R. 12 Re-alignment and Rio Vista Bridge Feasibility Study Status: Preparation of new planning grant application and request for support letters underway. ECD: January 2004 for grant application.	STA	State Planning Grant		X
34. Countywide Traffic Model/GIS A. Development of new model B. Maintenance Status: Phase 1 forecasts (traffic) underway; Phase 2 (transit) will commence immediately after Phase 1 completion. ECD: Phase 1: January 2004; Phase 2: May 2004; Maintenance - ongoing	STA	RTIP STP- Planning NCTPA	\$400,000 \$60,000 \$20,000	X
35. Phase 2 Napa Solano Rail Study Status: TBD	STA NCTPA			X

06



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
36. Commuter Rail Study Oakland to Sacramento (Auburn) Status: Steering Committee Expanded to include Contra Costa rep; Track modeling underway to complete Phase 1 analysis; Phase 2 (implementation) analysis to be initiated in 2004 ECD: Summer 2004 for Phase 2.	Sacramento Regional Transit District	STAF	\$35,000	On-going
37. SR 12 Transit Study Status: TBD	STA	STAF		X



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
Transit/SNCI				
38. Baylink Ferry Support and Operational Funds A. Vallejo Station B. New Ferry C. Maintenance Facility Status: on-going	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RTIP	\$5,000,000 \$5,879,000	\$1,200,000 \$1,250,000 \$3,000,000 On-going \$425,000
39. Solano Napa Commuter Information Program A. Marketing Program B. Incentives Program C. Guaranteed Return Trip Program D. TranStar Implementation Status: Marketing, incentives, and TranStar programs on-going; GRT program under development ECD Spring 2004 for GRT Program: others are ongoing programs.	STA	TFCA YSAQMD RIDES	\$142,841	On-going



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR FY 2003/04 & 2004/05**

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	2003-2004	2004-05
40. Transit Management Service A. Route 30 Service B. Solano Paratransit Status: On-going	STA	TDA BAAQMD YSAQMD Fares TDA Fares	\$107,489 \$ 20,000 \$ 42,065 \$ 29,250 \$479,199 \$ 30,817	\$128,658 \$ 0 \$ 25,000 \$ 30,128 \$493,883 \$ 31,433
41. Solano Works Plan Implementation A. Rio Vista LIFT Project Status: On-going	STA	TDA LIFT TANF	\$33,000	\$34,585
42. Community Based (CBO) Transit Planning A. Dixon B. Cordelia C. Vallejo ECD: Dixon, Spring 2004; Cordelia, Fall 2004; Vallejo, FY04/05	STA/MTC	CBO	\$30,000 \$20,000	\$30,000
43. Local Transit Studies A. Rio Vista B. Fairfield C. Vallejo ECD: June 2004.	STA Fairfield Vallejo	STAF	\$35,956 \$60,000 \$60,000	

93



Date: December 2, 2003
To: STA Board
From: Daryl Halls, Executive Director
RE: Indexing of Future Gas Tax and TDA Contributions

Background:

Each year, the STA provides estimated contributions from local gas tax subventions and Transportation Development Act (TDA) funds for each agency. Historically, the STA has increased its claims by 3% to 5% per year to cover cost of living adjustments and to reflect additional transportation responsibilities assumed by the STA. Informally, this has been indexed to the Consumer Price Index rate for the Bay Area and estimated contributions from the member agencies are calculated based on population shares using the most recent California Department of Finance population estimates. In FY 2002/03, the STA adopted the same budget totals for gas tax and TDA to be claimed in FY 2001-02 (allowing for no cost of living increase). The STA took this action based on the uncertainties of the gas tax and TDA fund revenues being available for the next two-year period.

The funding provided by the gas tax and TDA revenues claimed by the STA funded between 77% and 90% of the STA's core operations prior to FY 01/02. This has included staff, benefits, services and supplies, and the major portions of strategic planning and project development (formally called priority projects). These two revenue sources, combined with annual congestion management agency funds (federal STP) provided by the Metropolitan Transportation Commission (MTC), have provided the core funding for the STA since its separation from the County of Solano in 1996.

In preparing for the STA's FY 2003/04 budget, staff reviewed all of its traditional and non-traditional funding sources for the purposes of developing a budget that covers the costs for the STA's core operating (staff, benefits, and service and supplies), strategic planning, project development and specific program areas (i.e., transit and SNCI). Based on this review and assessment, staff identified several issues to address pertaining to balancing STA's annual operating revenues and expenditures:

1. The STA's transit and SNCI programs and operating costs are covered through specific funds sources or grants (such as regional rideshare, TFCA or STAF funds).
2. Strategic Planning and Project Development, and related staffing and management costs, have grown significantly since FY 2000.
3. The STA's traditional revenues (gas tax, TDA, CMP) no longer cover expenditures for Strategic Planning, Project Development or Administrative support staff

4. Other fund sources are used to meet STA's overall operating budget requirements, particularly Strategic Planning and Project Development.

The percentage of the STA's annual budget covered by the gas tax and TDA funds claimed has decreased from 90.3% in FY 98-99 to 42.85% in FY 2002-03. Since FY 99-00, the STA's number of priority projects has grown significantly and the Strategic Planning and Project Development programs have expanded to manage and deliver these projects, plans and programs. This has included adding one Administrative Assistant position to support both Strategic Planning and Project Development and converting two intern positions to full-time (Associate Planner and Projects Assistant). Concurrently, the STA's costs for medical benefits, worker compensation, and retirement are projected to increase by 20% in FY 03-04 and the overall costs for legal services, rent and insurance have increased as the STA's workload has increased. In order to provide adequate revenue options to cover the costs for Strategic Planning, Project Development, administrative support, and other increased operating costs, staff recommended five revenue options and two actions designed to keep future expenditures within the limits of available future resources be implemented as part of the FY 03-04 budget. The recommended revenue options included the following:

1. Indexing of gas tax and TDA contributions to actual revenues.
2. Continuing to dedicate STIP PPM funds (1%) for Project Development and Strategic Planning.
3. As part of future STIP cycles, continue to swap STIP/STP funds to support Project Development and Strategic Planning for priority projects.
4. Dedicate a share of STAF and Regional Paratransit (TDA swap) to support transit coordination and transit planning activities.
5. Utilize Cost Allocation Plan (CAP) rate to ensure cost sharing in federal/state grants for project administration.

The specific actions to manage expenditures include the sizing (reducing) of specific expenditures/programs/plans to available revenues, and reviewing and prioritizing Priority Projects to adjust for delays in funding of regional, state and federal funds.

GAS TAX

The STA has claimed gas tax on an annual basis in line with the Bay Area CPI index. During the timeframe of FY 98-99 through FY 02-03, gas tax revenues in Solano County have increased an average of 2.5 % per year. As a percentage of the aggregate total of gas tax revenues for Solano County, the STA has claimed a low of 2.039% (FY 98-99) and high of 2.137% (FY 01-02).

TDA

The STA has also claimed TDA on an annual basis in a similar manner as for gas tax. From FY 98-99 to FY 02-03, Solano County's collective TDA revenues have experienced an average of 9% growth per year. As a percentage of the aggregate total of TDA revenues for Solano County, the STA share declined from 2.87% in FY 98-99 to 2.125% in FY 02-03.

The attached table (attachment A) provides historical data for Solano County's aggregate amounts of gas tax and TDA revenues and the amounts of gas tax and TDA claimed by the STA. The top sections highlight the amount of gas and TDA revenues available to Solano County for FY 98-99 through FY 02-03.

Discussion:

In June of 2003, the STA Board adopted its FY 2003/04 budget. Based on discussions by the STA Board in May of 2003, the Board approved FY 2003/04 Gas Tax and TDA Contribution increase consistent with an indexing rate of 2.1 % (\$287,320) of the Solano County total for Gas Tax and 2.7% (\$364,247) of the Solano County total for Transit Development Act (TDA) funds. The Board opted to defer adoption of a policy of indexing future Gas Tax and TDA contribution claims by the STA for future discussion by the STA Board. Subsequently, the Executive Committee requested staff develop five- year projections for STA expenditures and revenues. These projections have been completed as part of the STA's development of the FY 2003/04 budget amendment and development of the FY 2004/05 budget.

INDEXING FUTURE GAS TAX AND TDA CONTRIBUTIONS

Based on the Board's desire for the STA to develop multi-year budgets, expenditure and revenue projections, and to deliver multi-year lists of priority projects in order to maintain the STA's momentum in the areas of Strategic Planning and Project Development, the Executive Committee is recommending the STA Board adopt a policy of indexing future gas tax and TDA claims, prior to the adoption of the STA's FY 04-05 budget. Indexing of the annual Gas Tax and TDA contributions, based on actual revenues generated by the fund source rather than the Bay Area CPI index, will enable the STA to better plan for and project its two-year budget, forecast longer range revenues and expenditures, and result in the STA sharing in a consistent percentage of the increases or decreases of these revenues.

Adoption of the indexing policy will also assist the STA's eight member agencies to plan for the expenditure of their future Gas Tax and TDA revenues. Based on the tracking of the past five years of both gas tax and TDA revenues, staff recommends indexing the amount of annual gas tax claimed at a rate of 2.1% of the aggregate Solano County total and the annual TDA claimed at 2.7% of the aggregate Solano County total.

This item has been agendaized as an informational/discussion item at the request of the Executive Committee.

Recommendation:

Informational

Attachment:

- A. STA Gas Tax and TDA Contributions.

STA Gas Tax and TDA Contributions
from Member Agencies
Current and Proposed

ATTACHMENT A

	A	B	C	D	E	F	G	H
1	HISTORY OF GAS TAX AND TDA CONTRIBUTIONS FOR STA OPERATIONS							
2			FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03	
3								
4	Gas Tax	County	5,593,583	5,657,096	5,893,885	6,149,695	6,252,371	
5		Cities	6,784,264	6,862,934	7,096,999	7,263,737	7,429,531	
6		Total	12,377,847	12,520,030	12,990,884	13,413,432	13,681,902	
7								
8	STA Gas Tax		252,374	262,470	272,969	286,617	286,617	
9		% of Tax	2.039%	2.096%	2.101%	2.137%	2.095%	
10								
11	TDA to County		8,793,082	10,272,149	11,471,072	12,019,791	13,490,634	
12								
13	STA TDA		252,374	262,470	272,969	286,617	286,617	
14		% of TDA	2.870%	2.555%	2.380%	2.385%	2.125%	
15								
16	STA Operations Budget		558,970	678,824	655,472	904,893	1,337,740	
17	Gas Tax/TDA Percent		90.30%	77.33%	83.29%	63.35%	42.85%	
18								
19								
20	GAS TAX CONTRIBUTION at 2.1% - CURRENT AND FY 04-05 through FY 08-09							
21			FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09
22	Total Gas Tax Revenue*		13,681,900	13,955,540	14,234,650	14,519,350	14,809,750	15,105,950
23	Benicia		20,883	21,301	21,727	22,161	22,604	23,057
24	Dixon		11,197	11,421	11,649	11,882	12,120	12,362
25	Fairfield		68,626	69,999	71,398	72,826	74,283	75,769
26	Rio Vista		3,493	3,563	3,634	3,707	3,781	3,857
27	Suisun City		19,623	20,015	20,416	20,824	21,241	21,665
28	Vacaville		65,889	67,207	68,551	69,922	71,320	72,747
29	Vallejo		82,595	84,247	85,932	87,650	89,404	91,192
30	Solano County		15,014	15,314	15,621	15,933	16,252	16,577
31			287,320	293,066	298,928	304,906	311,005	317,225
32								
33	NOTE*:	Total Gas Tax Revenue estimates are based upon a 2% annual increase in revenues to						
34		Solano County.						
35								
36	TDA CONTRIBUTION at 2.7% - CURRENT AND FY 04-05 through FY 08-09							
37			FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09
38	Total TDA Revenue**		13,490,634	14,076,018	14,823,303	15,656,735	16,520,345	17,419,336
39	Benicia		25,996	27,124	28,564	30,170	31,834	33,566
40	Dixon		14,259	14,878	15,668	16,548	17,461	18,411
41	Fairfield		87,624	91,426	96,280	101,693	107,303	113,142
42	Rio Vista		4,507	4,703	4,952	5,231	5,519	5,820
43	Suisun City		24,673	25,744	27,110	28,635	30,214	31,858
44	Vacaville		83,383	87,001	91,620	96,771	102,109	107,666
45	Vallejo		105,079	109,639	115,459	121,951	128,678	135,680
46	Solano County		18,726	19,539	20,576	21,733	22,931	24,179
47		Totals	364,247	380,052	400,229	422,732	446,049	470,322
48								
49	NOTE**:	Total TDA Revenue estimates are based upon February 2003 estimates from MTC for						
50		total TDA funds projected for Solano County.						
51								



DATE: November 28, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: STP/CMAQ/TEA Obligation Authority Priorities

Background:

The nine Bay Area counties have been so successful at obligating STP and CMAQ projects that the region exceeded its obligation authority for STP and CMAQ funded projects resulting in many projects being placed in a "waiting" status at HQ Caltrans. Many projects in Solano County were delayed pending the release of additional obligation authority to MTC and the Bay Area.

Discussion:

In September 2003, Congress passed an extension to TEA-21 and released apportionments to the states. Although the Bay Area's share was less than \$10M in new obligation authority (OA), Caltrans released over \$50M to the region. Due to MTC's proactive project delivery policies, the region had nearly \$75M in projects that could immediately use the OA.

MTC anticipates that OA will continue to be released as it is made available to the state. Up to \$90M may be available to MTC to obligate as soon as Congress approves additional apportionments. In order to ensure that the Bay Area receives as much OA as may be available, MTC staff has prepared a prioritization strategy to ensure the Bay Area is ready to use the OA immediately upon release by Caltrans (see Attachment A). The proposed priority for projects is as follows:

1. Advance Construction
2. FTA Transfers
3. Waiting in Caltrans Headquarters
4. Pending Actions
5. FY 2003-04 Sep 30, 2003 Deadline
6. Pending FY 2004-05 Projects

Although MTC has prioritized project categories, lower priority projects may be obligated ahead of higher priority projects based on project readiness to ensure OA is not lost either to the State or other regions. OA will not be held in reserve for higher priority projects and will be obligated as soon as it is available.

Attachment B provides a list of projects waiting to receive OA (pages 1-3), projects that were obligated last fiscal year (page 4) and projects that have been obligated since October 1, 2003 (pages 5-6). In addition to the list of projects on pages 5-6 of Attachment A, MTC has successfully obtained enough additional OA to also obligate the first 14 projects on page 1 of Attachment A.

Recommendation:
Informational.

Attachment

- A. MTC Memorandum on Proposed Obligation Plan Priorities
- B. Projects with Federal STP/CMAQ/TEA Funds



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Ben Ali, Director
191 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7908

Memorandum

TO: Finance Working Group

DATE: November 12, 2003

FR: Ross McKeown

RE: FY 2003-04 STP/CMAQ/TEA Proposed Obligation Plan Priorities and Obligation Status

In September 2003, Congress passed an extension to TEA-21 and released apportionments to cover through October 31, 2003. Although the region's share was less than \$10 million, Caltrans released over \$50 million in Obligation Authority (OA) to the region, in essence, rewarding the region for its proactive delivery policies and determined efforts to reduce unencumbered and unliquidated fund balances, and because the region had nearly \$75 million in Advance Construction (AC) that could immediately use the OA (see attachment for list of projects receiving obligations after October 1, 2003). It is anticipated that Caltrans will continue to release OA to ready-to-go projects as additional OA is made available. However, as in the recent past, nothing is certain, and this OA could be taken away as soon as it is made available.

FFY 2002-03 and FFY 2003-04 STP/CMAQ/TEA Obligations to Date	No. of Projects	Cumulative Total	Amount	Cumulative Total
Oct 1, 2002 – Sep 30, 2003 Obligations	30	30	\$19,000,000	\$19,000,000
Oct 1, 2003 – Oct 31, 2003 Obligations	71	101	\$50,000,000	\$69,000,000

In response to the release of \$50 million in OA, and the pending release of additional OA, MTC staff has developed a proposed priority list of remaining TEA-21 and First-Cycle TEA-21 Reauthorization projects to receive the OA as it becomes available – up to MTC's full apportionment level. This means that an additional \$90 million could be available for MTC to obligate as soon as Congress approves the apportionment bills. Although project categories have been prioritized, lower priority projects may be obligated ahead of higher priority projects based on project readiness, due to the uncertainty in the release of OA. OA will not be held in reserve for higher priority projects, and will be obligated as soon as it is available to ensure the funds are not taken by the State. Should the region run out of OA due to reaching its apportionment level, then any remaining un-obligated projects will have to wait until additional OA (and apportionment) is available. The priorities are outlined below:

FFY 2003-04 Priority Category	No. of Projects	Cumulative Total	Amount	Cumulative Total
1) Advance Construction	20	20	\$22,000,000	\$22,000,000
2) FTA Transfers	10	30	\$10,000,000	\$32,000,000
3) Waiting in Caltrans HQ	13	43	\$3,000,000	\$35,000,000
4) Pending Actions	12	55	\$5,000,000	\$40,000,000
5) FY 2003/04 Sept 30 2004 Deadline	35	90	\$25,000,000	\$65,000,000

6) Pending FY 2004-05 Projects	4	94	\$25,000,000	\$90,000,000
--------------------------------	---	----	--------------	--------------

1) Advance Construction

Caltrans will be releasing Obligation Authority (OA) as it is made available. Those projects that are first in line and ready to proceed will have first access to the additional OA. This is to ensure that the OA can be secured for the region, prior to the state seizing the local OA as it did in August. Projects that have received Advance Construction (AC) authorization are furthest ahead in the Obligation process since they must meet all federal and state requirements prior to receipt of the AC Authorization. Furthermore, these projects have already been placed in the Federal Aid Data System (FADS), making it much easier to receive the obligation of funds. MTC, and Caltrans District 4 Local Assistance have encouraged project sponsors to request AC along with their Obligation request so they will be first in line to receive the additional OA. Because the release of OA is on a competitive first-come first-served basis through out the state, projects that have received AC authorization, and are ready to proceed, are the first priority in the MTC region.

Within the Advance Construction category, projects are further prioritized based on the following sub-categories: First priority is for projects with other funding subject to lapse, including TE (Enhancement) funded projects, followed by projects with critical timing or coordination issues that require immediate action, then projects that have been awarded (with the documentation submitted to Caltrans), or have on-going funding commitments or annual contracts, and finally the remaining AC projects based on the submittal date of the AC request. Note that only those projects with the required award documentation already submitted to Caltrans local Assistance are considered as 'awarded'. The priority status of projects will be continuously updated as new information is provided.

2) Funds Transferred to FTA

In the FFY 2002-03 Obligation Authority priorities, FTA transfers were placed as the first priority for OA in order to meet the FFY 2002-03 grant application deadline. However, when Caltrans took the \$200 million in local OA in August, the opportunity for including the transferred funds in FY 2002-03 FTA grants was lost. FTA transfers have now been placed into the second priority for receipt of OA, since applicants will not be submitting FFY 2003-04 grants until April 2004 or later, and it is not prudent to allow the funds to sit idle and inaccessible until FTA approves the grant later in the federal fiscal year.

To ensure the funds will be available to transfer to FTA in time for the next grant application cycle, FTA transfer funds will rise to first priority after February 29, 2003. It should be noted that agencies with funds to be transferred to FTA have pre-award authority (similar to advance construction) and may have expended the funds, or have pending or ongoing contracts for future purchase agreements (such as the bus catalyst devices). Therefore, the pending FTA transfers should be treated similar to AC projects.

FTA projects are further prioritized with projects programmed during TEA 21 receiving first priority, followed by projects programmed in the First-Cycle of TEA-21 Reauthorization (such as the bus catalyst devices).

3) Projects Waiting in Headquarters

November 12, 2003

Several project sponsors have submitted requests for obligation but have not requested AC authority for various reasons (either the project is not ready to proceed, or the project sponsor does not have sufficient local funds to advance the project and is waiting for the obligation of federal funds). In some instances these projects were submitted over a year ago, and have been sitting idle until additional OA is available. Projects waiting in Headquarters are the third priority, behind the AC and FTA transfer projects since many of those projects have already been awarded and incurred costs. Those project sponsors need to be reimbursed as soon as possible.

Projects within the 'Waiting in Headquarters category', are further prioritized based on the urgent need and project readiness of the project as requested by the project sponsor or CMA, followed by the remaining projects – based on submittal of the complete obligation request packages to Caltrans Headquarters.

4) Pending Actions

Several projects are on hold pending a final review or action or have been caught up in the freeze on formal TIP amendments since early August. The pending project list is a holding area for projects that are not quite ready to proceed, but have met most requirements. Once the particular restriction has been lifted, these projects will be moved up on the priority list according to their appropriate category.

5) Projects with a Regional Deadline of September 30, 2004 but not yet submitted.

Projects having a regional deadline of September 30, 2004, but have not yet been submitted for obligation to Caltrans Headquarters as of October 1, 2003 are the next priority. Because of the statewide competitive first-come first-served basis of the release of OA, these projects will be processed as they are submitting, following the full obligation of the AC, FTA transfers and 'waiting' projects. TEA funded projects will have first priority within this category followed by the STP and CMAQ funded projects. MTC staff has indicated at several partnership meetings, that sponsors should have their obligation requests in to Caltrans as soon as possible so they may be ready for obligation as OA is made available (and before it can be taken away by the state). Projects that do not receive an obligation in December 2003 may have to wait until June 2004 or later, when Caltrans 'repays' the \$200 million taken in August 2003, and only then based on the availability of unused OA from other regions in the state. It is anticipated the MTC region will have used its full share of FFY 2003-04 OA prior to June 2004.

6) Projects Programmed in FY 2004-05

Projects programmed in FY 2004-05 must wait for sufficient release of OA in order to receive their obligation of funds. Once the obligations have been made to higher priority projects that are ready to proceed, the FY 2004-05 project may be obligated. Because any unused local OA may be taken by the State, projects programmed in FY 2004-05 will be obligated as OA is made available. OA cannot be held 'in reserve', since this would make the funds available for potential redistribution by the State. Projects in higher priorities that are unable to receive an obligation at the time OA is released will be passed over for lower priority projects that are ready to use the OA. This could mean that FY 2004-05 projects may receive OA prior to FY 2003-04 projects, but at least the OA is retained within the region and not transferred to the State. Should the region run out of OA due to reaching its apportionment level, then any remaining un-obligated projects will have to wait until additional OA (and apportionment) is available.

7) Remaining Projects

FWG

Page 4 of 4

November 12, 2003

Once all of the projects in the first three categories have received obligations, any remaining project will be obligated on a first-come first-served basis, since any unused OA could be redirected by the State.

The attached list prioritizes each project within the categories listed above. This list is subject to revision as project conditions change, such as project award, submittal of an obligation request, or submittal for authorization for Advance Construction. It is expected that as a project rises from a lower category to a higher category (such as moving from 'not submitted to 'waiting' or from 'waiting' to 'AC'), the project will be treated according to the new-higher priority.

The Finance Working Group is requested to review and comment on the proposed prioritization, and concur on the project priorities.

Please feel free to contact Ross McKeown at (510) 464-7842 or rmckeown@mtc.ca.gov with any questions.

Attachment - MTC FFY 03-04 Obligation Priority Plan.xls

J:\COMMITTEE\Partnership\Partnership Finance\Joint Working Groups Admin\Agenda Items\2003 Items\Nov 12, 2003\1.4a OA memo.doc

METROPOLITAN TRANSPORTATION COMMISSION
Proposed FY 2002-03 Obligation Priority Plan
Projects with Federal STP/CMAQ/TEA Funds
October 31, 2003

Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Balance to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total	
1) Advance Construction (AC)															
1	AC	Awarded	Not Awarded	Marin	City of San Anselmo	STPL-5159(008)	MRN891023	Center Boulevard Rehabilitation (CON)	AC - 08/03/02	\$184,000	STP	\$159,212	\$159,212	\$159,212	
2	AC	Awarded	Not Awarded	Marin	City of Ross	STPL-5176(002)	MRN891025	Sir Francis Drake Blvd, Street Rehab	AC - 08/19/02	\$75,000	STP	\$67,918	\$67,918	\$227,130	
3	AC	Awarded	Not Awarded	Marin	City of Corte Madera	STPL-5232(006)	MRN010003	Fifer Avenue/Lucky Drive Rehabilitation	AC - 09/13/02	\$99,000	STP	\$89,000	\$89,000	\$316,130	
4	AC	Not Awarded	Not Awarded	Santa Clara	City of Sunnyvale	STPL-5213(021)	SCL010025	Evelyn Ave Class II Bike Lane	AC - 12/23/02	\$150,000	STP	\$150,000	\$150,000	\$466,130	
5	AC	Not Awarded	Not Awarded	Santa Clara	City of Sunnyvale	STPL-5213(022)	SCL010028	Sunnyvale North-South Bikeways	AC - 12/23/02	\$150,000	STP	\$150,000	\$150,000	\$616,130	
6	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(031)	NAP010006	Dry Creek Rd, Linda Vista, & Solano Resurfacing	AC - 01/29/03	\$182,000	STP	\$182,000	\$182,000	\$798,130	
7	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(031)	NAP991014	Terrace Drive Overlay	AC - 01/29/03	\$314,000	STP	\$314,000	\$314,000	\$1,112,130	
8	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(032)	NAP991010	First Street Overlay	AC - 01/29/03	\$301,000	STP	\$301,000	\$301,000	\$1,413,130	
9	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(032)	NAP991011	Footmill Boulevard Overlay	AC - 01/29/03	\$178,000	STP	\$178,000	\$178,000	\$1,591,130	
10	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(032)	NAP991012	Linda Vista Avenue Overlay	AC - 01/29/03	\$332,000	STP	\$332,000	\$332,000	\$1,923,130	
11	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(032)	NAP991013	Old Sonoma Overlay	AC - 01/29/03	\$124,000	STP	\$124,000	\$124,000	\$2,047,130	
12	AC	Not Awarded	Not Awarded	Napa	City of Napa	STPL-5042(032)	NAP991015	West Pueblo Avenue Overlay	AC - 01/29/03	\$200,000	STP	\$200,000	\$200,000	\$2,247,130	
13	AC	Not Awarded	Not Awarded	San Mateo	City of San Carlos	STPL-5267(009)	SM-991058	San Carlos Avenue Rehabilitation	AC - 01/29/03	\$225,000	STP	\$225,000	\$225,000	\$2,472,130	
14	AC	Not Awarded	Not Awarded	San Francisco	SF Public Works	STPL-5934(112)	SF-991016	Lake Merced Pav. Renovation - Phase II	AC - 01/29/03	\$3,982,000	STP	\$3,982,000	\$3,982,000	\$6,454,130	
15	AC	Not Awarded	Not Awarded	Alameda	Caltrans/EBPD	STPLER-6075(014)	ALA990093	Bay Trail (Baumberg Track Trail seg)	AC - 08/16/03	\$250,000	CMAQ	\$250,000	\$250,000	\$6,704,130	
16	AC	Not Awarded	Not Awarded	Contra Costa	City of Richmond	STPLER-5137(026)	CC-010043	North Richmond Main Street Project	AC - 09/08/03	\$1,431,000	CMAQ	\$1,431,000	\$1,431,000	\$8,135,130	
17	AC	Not Awarded	Not Awarded	Contra Costa	City of Richmond	STPLER-5137(026)	CC-010043	North Richmond Main Street Project	AC - 09/08/03	\$274,588	STP	\$274,588	\$274,588	\$8,409,718	
18	AC	Not Awarded	Not Awarded	Alameda	City of Berkeley	STPLER-6057(025)	ALA991027	Sageo Street Reconstruction - Arch St to Grizzly Peak	AC - 09/10/03	\$1,597,882	STP	\$1,597,882	\$1,597,882	\$10,007,600	
18	AC	Not Awarded	Not Awarded	Alameda	Caltrans/EBPD	STPLER-6075(015)	ALA990090	Bay Trail: Fremont-Newark Segment	AC - 09/11/03	\$350,721	STP	\$350,721	\$350,721	\$10,358,321	
19	AC	Awarded	Multi-Year Contract	Region-Wide	MTC	CML-6084(078)	MTC990002	TransLink® FY 03-04	AC - 08/19/03	\$1,370,000	CMAQ	\$1,370,000	\$1,370,000	\$11,728,321	
19	AC	Awarded	Multi-Year Contract	Region-Wide	MTC	CML-6084(078)	MTC990002	TransLink® FY 03-04	AC - 08/13/03	\$4,515,000	CMAQ	\$4,515,000	\$4,515,000	\$16,243,321	
20	AC	Awarded	Multi-Year Contract	Region-Wide	MTC	STPL-6084(078)	MTC990005	Travinfo - FY 03-04	AC - 08/13/03	\$6,000,000	STP	\$6,000,000	\$6,000,000	\$22,243,321	
													\$22,243,321	\$22,243,321	
2) FTA Transfers															
													\$22,243,321	\$22,243,321	
1	FY 02	FTA	Transfer Pending	Contra Costa	CCCTA	CC-010005	Contra Costa Route 114 Monument Corridor - FY 01-02		\$220,220	CMAQ	\$110,110		\$110,110	\$22,353,431	
2	FY 02	FTA	Transfer Pending	Contra Costa	CCCTA	CC-010005	Contra Costa Route 114 Monument Corridor - FY 02-03		\$110,110	CMAQ	\$110,110		\$110,110	\$22,463,541	
3	FY 03	FTA	Transfer Pending	Alameda	AC Transit	CA-90-Y215	ALA991058	Link-Bay Fair BART/Hilldale Caltrain St - FY 02-03		\$451,000	CMAQ	\$451,000		\$451,000	\$22,914,541
4	FY 02	FTA	Transfer Pending	Solano	City of Vallejo	CML-5030(033)	SOL991054	Mare Island Service - Operations (2 yr) - FY 01-02		\$70,000	CMAQ	\$70,000		\$70,000	\$22,984,541
5	FY 03	FTA	Transfer Pending	Solano	City of Vallejo	CML-5030(033)	SOL991054	Mare Island Service - Operations (2 yr) - FY 02-03		\$70,000	CMAQ	\$70,000		\$70,000	\$23,054,541
6	FY 04	FTA-HIP	Transfer Pending	Solano	City of Vallejo	SOL010018	Sareno Transit Center Improvements (Vallejo HIP)		\$382,500	STP	\$382,500		\$382,500	\$23,437,041	
7	FY 04	FTA	Transfer Pending	San Mateo	SamTrans	SM-030018	Acquire 209 Bus Catalyst Devices - FY 03-04		\$1,694,000	CMAQ	\$1,694,000		\$1,694,000	\$25,131,041	
8	FY 04	FTA	Transfer Pending	Marin	GGBHTD	MRN010032	Acquire 132 Bus Catalyst Devices - FY 03-04		\$665,000	CMAQ	\$665,000		\$665,000	\$25,796,041	
9	FY 04	FTA	Transfer Pending	Ala / CC	AC Transit	ALA010063	Acquire 727 Bus Catalyst Devices - FY 03-04		\$3,419,000	CMAQ	\$3,419,000		\$3,419,000	\$29,215,041	
10	FY 04	FTA	Transfer Pending	San Francisco	MUNI	SF-010036	Acquire 375 Bus Catalyst Devices - FY 03-04		\$3,038,000	CMAQ	\$3,038,000		\$3,038,000	\$32,253,041	
													\$10,009,720	\$32,253,041	
3) Waiting in Sacramento for OA for E-76															
													\$32,253,041	\$32,253,041	
1	W	Waiting		Solano	City of Vallejo	CML-5030(031)	SOL991059	I-80 EB Redwood St. on & off ramp mod.		\$70,000	CMAQ	\$70,000	\$70,000	\$32,323,041	
2	W	Waiting		Solano	City of Vacaville	STPL-5094(034)	SOL010010	Nut Tree Rd. Resurfacing.		\$462,000	STP	\$462,000	\$462,000	\$32,785,041	
3	W	Waiting		Solano	City of Rio Vista	STPL-5099(008)	SOL991058	Drouin Drive Overlay	7/29/2002	\$40,000	STP	\$37,345	\$37,345	\$32,822,386	
4	W	Waiting		Solano	City of Banicia	STPL-5003(016)	SOL010018	East H Street Overlay		\$105,000	STP	\$105,000	\$105,000	\$32,927,386	
5	W	Waiting		Solano	City of Banicia	STPL-5003(017)	SOL991035	East Fifth Street Overlay	7/15/2002	\$115,000	STP	\$102,606	\$102,606	\$33,029,992	
6	W	Waiting		Solano	City of Banicia	STPL-5003(016)	SOL991054	East Second Street Overlay		\$90,000	STP	\$90,000	\$90,000	\$33,119,992	

METROPOLITAN TRANSPORTATION COMMISSION
Proposed FY 2002-03 Obligation Priority Plan
Projects with Federal STP/CMAQ/TEA Funds
October 31, 2003

Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Balance to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total
7	W	Waiting	Solano	City of Benicia	CML-5003(019)	SOL991056	Mills Elementary School Route Imps.	7/15/2002	\$50,000	CMAQ	\$44,689		\$44,689	\$33,164,881
8	W	Waiting	San Francisco	SF Parking and Traffic	CML-5934(103)	SF-991010	Stockton Street sidewalk widening	5/25/2001	\$433,000	CMAQ	\$396,703		\$396,703	\$33,561,384
9	W	Waiting	Contra Costa	City of Oakley	STPL-5477(001)	CC-010012	O'Hara Avenue Overlay		\$217,900	STP	\$217,000		\$217,000	\$33,778,384
10	W	Waiting	Contra Costa	City of Oakley	STPL-5477(001)	CC-981053	East Cypress Road Overlay		\$258,000	STP	\$213,735		\$213,735	\$33,992,119
11	W	Waiting	Contra Costa	City of Pittsburg	STPL-5127(010)	CC-991064	Buchanan Road Pavement Overlay		\$493,000	STP	\$493,000		\$493,000	\$34,485,119
12	W	Waiting	Marin	City of Fairfax	STPL-5277(014)	MRN991048	Center Boulevard Rehabilitation	7/15/2002	\$72,000	STP	\$63,147		\$63,147	\$34,548,266
13	W	Waiting	Marin	City of Novato	STPL-5361(016)	MRN991013	Redwood Blvd between Lamont Ave & Olive Ave		\$426,000	STP	\$426,000		\$426,000	\$34,974,266
													\$2,721,225	\$34,974,266

4) Pending Actions

														\$34,974,266
1	AC	TEA	Pending TIP Amendment	San Francisco	SF Dept of Public Works	STPLER-5934(110)	SF-991022	Neighborhood Traffic Calming & Beauty	AC - 09/02/03	\$282,864	TEA	\$202,664	\$202,664	\$35,176,930
2	W	Waiting	Pending TIP Amendment	Napa	Napa County	CML-5921(023)	NAP991022	Cuttings Wharf Road Bicycle Lane	3/20/2002	\$362,000	CMAQ	\$322,000	\$322,000	\$35,498,930
3	FY 03	FTA	Pending TIP Amendment	Solano	City of Fairfield	STPL-5132(016)	SOL991078	Fairfield Transit Center		\$95,000	STP	\$95,000	\$95,000	\$35,593,930
4	FY 03	TEA		Marin	City of Fairfax	5277	MRN010011	St Francis Drake Path		\$146,000	TEA	\$146,000	\$146,000	\$35,739,930
5	FY 03	TEA		Marin	Marin County	5927	MRN991049	Inkwall's Bridge Adjoining St. Francis Dr		\$375,000	TEA	\$375,000	\$375,000	\$36,114,930
6	FY 03	TEA		Santa Clara	City of San Jose	STPLER-5005(068)	SCL991068	Los Gatos Creek - (CON2) Phase 2		\$98,000	TEA	\$98,000	\$98,000	\$36,213,930
7	FY 03	TEA	Pending	Napa	Napa County	STPLER-5921(027)	NAP991028	Yountville Crossroad Class 2 Bike Path		\$150,000	TEA	\$134,950	\$134,950	\$36,348,880
8	FY 03	TEA	Pending - SHPO	Alameda	City of Berkeley	STPLER-5057(023)	ALA990050	Berkeley Rail stop & Transit Plaza		\$641,000	TEA	\$641,000	\$641,000	\$36,989,880
9	FY 03	TEA		Alameda	Caltrans/EBPD	STPLER-6075(016)	ALA990090	Bay Trail: Fremont-Newark Segment		\$177,279	TEA	\$177,279	\$177,279	\$37,167,159
10	FY 03	TEA		Solano	Solano County	STPL-5923(054)	SOL991051	Pleasants Valley Road Rehabilitation - (CON)		\$996,435	STP	\$996,435	\$996,435	\$38,163,594
11	FY 02	TEA		Solano	City of Benicia	CML-5003(014)	SOL991087	Park Lane Bike Lane	7/11/2002	\$189,000	CMAQ	\$129,015	\$129,015	\$38,292,609
12	FY 04	TLC	No Oblig until 06/03	Contra Costa	City of Richmond	STPLER-5137(028)	CC-010019	Richmond Greenway and Bikeway		\$420,000	CMAQ	\$420,000	\$420,000	\$38,712,609
12	FY 04	TEA	No Oblig until 06/03	Contra Costa	City of Richmond	STPLER-5137(028)	CC-010019	Richmond Greenway and Bikeway		\$1,204,223	TEA	\$1,204,223	\$1,204,223	\$39,916,832
12	FY 04	TLC	No Oblig until 06/03	Contra Costa	City of Richmond	STPLER-5137(028)	CC-010019	Richmond Greenway and Bikeway		\$275,777	STP	\$275,777	\$275,777	\$40,192,609
													\$5,218,343	\$40,192,609

5) Delivery in FY 2003-04

														\$40,192,609
1	FY 04	TLC		Alameda	City of Alameda	CML-5014(023)	ALA030008	Park St. Streetscape & Santa Clara Ave Transit Hub - (CON portion)		\$779,352	CMAQ	\$779,352	\$779,352	\$40,971,961
2	FY 04	TLC		Alameda	City of Oakland		ALA030007	Coliseum Transit Hub Streetscape Improvements		\$100,000	TEA	\$100,000	\$100,000	\$41,071,961
2	FY 04	TLC		Alameda	City of Oakland		ALA030007	Coliseum Transit Hub Streetscape Improvements		\$440,000	CMAQ	\$440,000	\$440,000	\$41,511,961
2	FY 04	TLC		Alameda	City of Oakland		ALA030007	Coliseum Transit Hub Streetscape Improvements		\$460,000	TEA	\$460,000	\$460,000	\$41,971,961
3	FY 04	TLC		Alameda	City of San Leandro	CML-5041(023)	ALA010068	W. Escondido St Streetscape & BART Connections - (CON)		\$854,811	CMAQ	\$854,811	\$854,811	\$42,826,772
4	FY 04	TLC		Alameda	MTC		ALA010027	Santa Fe ROW Bike/Ped Path		\$1,000,000	STP	\$1,000,000	\$1,000,000	\$43,826,772
5	FY 04	TLC		Contra Costa	City of El Cerrito		CC-010050	Fairmont St. Pedestrian & Streetscape Improvements		\$500,000	CMAQ	\$500,000	\$500,000	\$44,326,772
6	FY 04	TLC		Marin	City of San Rafael	CML-5043(019)	MRN010038	Medway/Canal Enhancements - (CON)		\$920,000	CMAQ	\$920,000	\$920,000	\$45,246,772
7	FY 04	TLC		San Francisco	BART		SF-010047	16th St. BART Station Plaza Redesign		\$1,298,000	CMAQ	\$1,298,000	\$1,298,000	\$46,544,772
8	FY 04	TLC		San Mateo	City of East Palo Alto		SM-010080	Bay Road Streetscape & Calming Improvements		\$236,000	CMAQ	\$236,000	\$236,000	\$46,780,772
8	FY 04	TLC		San Mateo	City of East Palo Alto		SM-010080	Bay Road Streetscape & Calming Improvements		\$464,000	STP	\$464,000	\$464,000	\$47,244,772
9	FY 04	TLC		Santa Clara	VTA		SCL010043	River Oaks Bike/Pedestrian Bridge		\$1,000,000	CMAQ	\$1,000,000	\$1,000,000	\$48,244,772
10	FY 04	TLC		Santa Clara	VTA		SCL010044	San Fernando Light-Rail Station Plaza		\$885,000	CMAQ	\$885,000	\$885,000	\$49,129,772
11	FY 04	TLC		Solano	City of Suisun City		SOL010039	Driftwood Drive Pedestrian Way		\$350,000	CMAQ	\$350,000	\$350,000	\$49,479,772
12	FY 04	HIP		Alameda	MTC		ALA010028	Dublin Transit Center HIP Reserve		\$1,306,125	STP	\$1,306,125	\$1,306,125	\$50,785,897
13	FY 04	HIP		Alameda	MTC		ALA010029	Emeryville Housing Incentive Program Reserve		\$151,500	STP	\$151,500	\$151,500	\$50,937,397
14	FY 04	HIP		Alameda	MTC		ALA010030	Oakland Housing Incentive Program Reserve		\$1,000,000	STP	\$1,000,000	\$1,000,000	\$51,937,397
15	FY 04	HIP		Alameda	MTC		ALA010031	Union City Senior Village HIP Reserve		\$233,500	STP	\$233,500	\$233,500	\$52,170,897

106

METROPOLITAN TRANSPORTATION COMMISSION
Proposed FY 2002-03 Obligation Priority Plan
Projects with Federal STP/CMAQ/TEA Funds
October 31, 2003

Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Balance to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total
16	FY 04	HIP	Ready by Jan 04	Contra Costa	City of El Cerrito	CC-010020	El Cerrito HIP - Manila/Fairmont Ave. Bike/Ped Improvements	\$351,500	STP	\$351,500			\$351,500	\$52,422,397
17	FY 04	HIP		Contra Costa	MTC	CC-010021	Richmond Housing Incentive Program Reserve	\$963,000	STP	\$963,000			\$963,000	\$53,385,397
18	FY 04	HIP		San Francisco	MTC	SF-010016	San Francisco HIP Reserve	\$1,144,875	STP	\$1,144,875			\$1,144,875	\$54,530,272
19	FY 04	HIP		San Mateo	MTC	SM-010041	Daly City Housing Incentive Program Reserve	\$342,000	STP	\$342,000			\$342,000	\$54,872,272
20	FY 04	HIP		San Mateo	MTC	SM-010042	East Palo Alto HIP Reserve	\$293,000	STP	\$293,000			\$293,000	\$55,165,272
21	FY 04	HIP		San Mateo	MTC	SM-010043	San Bruno Housing Incentive Program Reserve	\$684,000	STP	\$684,000			\$684,000	\$55,849,272
22	FY 04	HIP		San Mateo	MTC	SM-010044	San Carlos Housing Incentive Program Reserve	\$113,000	STP	\$113,000			\$113,000	\$55,962,272
23	FY 04	HIP		San Mateo	MTC	SM-010045	San Mateo Housing Incentive Program Reserve	\$750,500	STP	\$750,500			\$750,500	\$56,712,772
24	FY 04	HIP		Sonoma	MTC	SON010016	Petaluma Housing Incentive Program Reserve	\$258,000	STP	\$258,000			\$258,000	\$56,970,772
25	FY 04	FTA		Alameda	LAVTA	ALA030017	Express Bus - Route 70 and Subscription Routes	\$74,000	CMAQ	\$74,000			\$74,000	\$57,044,772
26	FY 04	FTA		Alameda / Contra Costa	AC Transit	CC-030020	Express Bus - I-80 Richmond TransBay Route	\$104,000	CMAQ	\$104,000			\$104,000	\$57,148,772
27	FY 04	FTA		Contra Costa	CCCTA	CC-030021	Express Bus - I-880 Martinez to Walnut Creek Route	\$175,000	CMAQ	\$175,000			\$175,000	\$57,323,772
28	FY 04	FTA		Contra Costa	Tri Delta	CC-030022	Express Bus - Route 300	\$511,000	CMAQ	\$511,000			\$511,000	\$57,834,772
29	FY 04	FTA		Contra Costa	WestCat	CC-030023	Express Bus - Hwy 4 del Norte BART to Martinez	\$246,000	CMAQ	\$246,000			\$246,000	\$58,080,772
30	FY 04	FTA		Marin	GGT	MRN030008	Express Bus - Route 101 Corridor	\$319,000	CMAQ	\$319,000			\$319,000	\$58,399,772
31	FY 04	FTA		San Francisco	Caltrain	SF-010028	Caltrain Electrification	\$6,000,000	STP	\$6,000,000			\$6,000,000	\$64,399,772
32	FY 04	FTA		San Mateo	SamTrans	SM-030019	Express Bus - El Camino Real Corridor	\$166,000	CMAQ	\$166,000			\$166,000	\$64,565,772
33	FY 04	FTA		Solano	Fairfield/Suisun	SOL030016	Express Bus - Vacaville to Walnut Creek BART	\$116,000	CMAQ	\$116,000			\$116,000	\$64,681,772
34	FY 04	FTA		Solano	Vallejo	SOL030017	Express Bus - Bay Link Express and BARTLink Rte 70	\$242,000	CMAQ	\$242,000			\$242,000	\$64,923,772
35	FY 04	TLC/HIP		Region-Wide	MTC	MTC030005	TLC/HIP Planning Grants	\$442,000	STP	\$442,000			\$442,000	\$65,365,772
													\$25,173,163	\$65,365,772
6) Pending FY 2004-05 Projects														
1	AC	FY 04-05	On-Going	Region-Wide	BAAQMD	CML-6297(003)	MTC890015	Spare the Air - FY 04-05	AC - 08/18/03	\$1,000,000	CMAQ	\$1,000,000	\$1,000,000	\$66,365,772
2	AC	FY 04-05	On-Going	Region-Wide	MTC	CML-6084(082)	MTC030003	Freeway Operations / TOS - FY 04-05	AC - 08/21/03	\$3,600,000	CMAQ	\$3,600,000	\$3,600,000	\$69,965,772
3	Pending	FY 04-05	Pending TIP Amendment	Region-Wide	MTC	CML-6084(1)	MTC890002	TransLink@ FY 04-05 (STP portion)	AC - Pending	\$4,000,000	STP	\$4,000,000	\$4,000,000	\$73,965,772
4	Pending	FY 04-05	Pending TIP Amendment	Region-Wide	MTC	CML-6084(1)	MTC890002	TransLink@ FY 04-05 (CMAQ portion)	AC - Pending	\$15,285,000	CMAQ	\$15,285,000	\$15,285,000	\$89,250,772
													\$23,885,000	\$89,250,772

107

METROPOLITAN TRANSPORTATION COMMISSION
Proposed FY 2002-03 Obligation Priority Plan
Projects with Federal STP/CMAQ/TEA Funds
October 31, 2003

Revised
Last Year

Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Amount to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total		
30 Projects Obligated in FFY 2002-03																
1	Oblig	Obligated	Multiple/Regional	BAAQMD	CML-6297(001)	MTC990015	Spare the Air Program FY 00-01, FY 01-02, FY 02-03	\$3,000,000	CMAQ	\$3,000,000	\$3,000,000	28-Jan-03		\$40,192,609		
2	Oblig	Obligated	Sonoma	City of Santa Rosa	FTACML-5028(024)	SON990040	Santa Rosa Creek Multi-Use path	\$201,000	TEA	\$201,000	\$201,000	28-Feb-03		\$40,192,609		
3	Oblig	Obligated	Santa Clara	City of Santa Clara	STPL-5019(013)	SCL010017	Riverwood Grove Pedestrian Way	\$230,000	TEA	\$230,000	\$230,000	4-Feb-03		\$40,192,609		
4	Oblig	Obligated	San Mateo	San Mateo County	STPLER-6935(026)	SM-991108	Mirada Rd. Ped/Bike Bridge	\$147,750	TEA	\$147,750	\$148,000	4-Feb-03	-\$250	\$40,192,359		
5	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL010016	Tennessee Street Overlay: Monterey to Hillside (PS&E)	Obligated PS	\$243,000	STP	\$243,000	\$70,000	28-Mar-03	\$173,000	\$40,365,359	
6	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991047	Broadway Overlay: Highway 37 to Mini Drive (PS&E)	Obligated PS	\$339,000	STP	\$339,000	\$39,000	28-Mar-03	\$300,000	\$40,665,359	
7	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991048	Rollingwood Dr. Overlay (PS&E)	Obligated PS	\$198,000	STP	\$198,000	\$22,000	28-Mar-03	\$176,000	\$40,841,359	
8	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991049	Solano Av. Overlay: Georgia to Mariposa (PS&E)	Obligated PS	\$368,000	STP	\$368,000	\$42,000	28-Mar-03	\$326,000	\$41,167,359	
9	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991050	Santa Clara St. overlay: Carolina St. to Maine St. (PS&E)	Obligated PS	\$118,000	STP	\$118,000	\$13,000	28-Mar-03	\$105,000	\$41,272,359	
10	Oblig	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991090	Oakwood St. overlay: Teakwood to Springs Road (PS&E)	Obligated PS	\$95,000	STP	\$95,000	\$8,000	28-Mar-03	\$87,000	\$41,359,359	
11	Oblig	Obligated	Napa	City of Napa	STPLER-6204(048)	NAP991029	Maxwell Bridge Enhancements	\$171,000	TEA	\$171,000	\$171,000	PENDING		\$41,359,359		
12	Oblig	Obligated	Solano	City of Suisun City	STPLER-5032(014)	SOL010009	Jepson Parkway Bikeway & Transit Connection Proj.	\$575,000	TEA	\$575,000	\$575,000	7-Jun-03		\$41,359,359		
13	Oblig	Obligated	Contra Costa	City of Concord	CML-5135(020)	CC-990047	Iron Horse Trail Gap Closure	\$227,000	TEA	\$227,000	\$227,000	28-Jul-03		\$41,359,359		
14	Oblig	Obligated	Contra Costa	City of Antioch	STPL-5038(012)	CC-991111	Mokelumne Trail Modification	\$168,000	TEA	\$132,588	\$132,588	26-Jun-03		\$41,359,359		
15	Oblig	Obligated	Contra Costa	City of Richmond	STPLER-5137(026)	CC-010043	North Richmond Main Street Project	\$294,412	TEA	\$294,412	\$294,000	17-Jun-03	\$412	\$41,359,771		
16	Oblig	Obligated	Sonoma	City of Sebastopol	STPLER-5123(008)	SON010015	Street Smart Sebastopol	\$500,000	TEA	\$415,000	\$415,000	3-Jul-03		\$41,359,771		
17	Oblig	Obligated	Region-Wide	MTC	STPL-6084(058)	MTC990017	Pavement Management Technical Assistance (PTAP) FY 01-02	\$500,000	STP	\$500,000	\$500,000	10-Jul-03		\$41,359,771		
18	Oblig	STIP AB 872	2/24/03 Award	\$710,204	Contra Costa	City of Lafayette	RSTPL-5404(013)	CC-991089	Reliez Valley Rd Walkway - Reg. Trail Gap closure	\$420,000	CMAQ	\$420,000	\$429,176	8-Aug-03	-\$9,176	\$41,350,595
19	Oblig	STIP AB 872	2/11/03 Award	\$212,212	Marin	City of Sausalito	CML-5098(004)	MRN991027	Bridgeway North-South Bikeway Phase I	\$196,000	CMAQ	\$170,327	\$170,327	8-Aug-03		\$41,350,595
20	Oblig	STIP AB 872	Awarded	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL991016	Palo Alto Medical Found./Bike/Ped Xing		TEA	\$2,000	\$2,000	8-Aug-03	-\$2,000	\$41,348,595	
21	Oblig	STIP AB 872	Awarded	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL991016	Palo Alto Medical Found./Bike/Ped Xing	\$2,035,000	CMAQ	\$1,751,990	\$1,751,990	8-Aug-03		\$41,350,595	
22	Oblig	STIP AB 872	Awarded	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL991016	Palo Alto Medical Found./Bike/Ped Xing	\$502,000	STP	\$502,000	\$500,000	8-Aug-03	\$2,000	\$41,352,595	
23	Oblig	STIP AB 872	Awarded	Santa Clara	City of Palo Alto	STPLER-5100(005)	SCL030004	Caltrain/Homer St. Bike/Ped Undercrossing	\$464,000	CMAQ	\$464,000	\$464,000	8-Aug-03		\$41,352,595	
24	Oblig	STIP Impact	On-Going	Region-Wide	MTC	CML-6084(077)	MTC990003	Regional Rideshare - FY 03-04 (Partial)	\$4,200,497	CMAQ	\$4,200,497	\$4,200,497	8-Aug-03		\$41,352,595	
25	Oblig	STIP Impact	On-Going	Sonoma	MTC/Sonoma Co TA	STPL-6084(083)	SON970081	CMA Planning Funds - Sonoma CTA - FY 03-04	\$390,000	STP	\$390,000	\$390,000	3-Sep-03		\$41,352,595	
26	Oblig	STIP Impact	On-Going	Solano	MTC/Solano TA	STPL-6084(083)	SOL970033	CMA Planning Funds - Solano TA - FY 03-04	\$390,000	STP	\$390,000	\$390,000	3-Sep-03		\$41,352,595	
27	Oblig	STIP Impact	On-Going	Santa Clara	MTC/Santa Clara VTA	STPL-6084(083)	SCL978008	CMA Planning Funds - Santa Clara VTA - FY 03-04	\$671,000	STP	\$671,000	\$671,000	3-Sep-03		\$41,352,595	
28	Oblig	STIP Impact	On-Going	San Mateo	MTC/San Mateo TA	STPL-6084(083)	SM-979033	CMA Planning Funds - San Mateo TA - FY 03-04	\$690,000	STP	\$690,000	\$690,000	3-Sep-03		\$41,352,595	
29	Oblig	STIP Impact	On-Going	San Francisco	MTC/San Francisco TA	STPL-6084(083)	SF-990015	CMA Planning Funds - San Francisco TA - FY 03-04	\$391,000	STP	\$391,000	\$391,000	3-Sep-03		\$41,352,595	
30	Oblig	STIP Impact	On-Going	Napa	MTC/Napa TPA	STPL-6084(083)	NAP970004	CMA Planning Funds - Napa TPA - FY 03-04	\$390,000	STP	\$390,000	\$390,000	3-Sep-03		\$41,352,595	
31	Oblig	STIP Impact	On-Going	Marin	MTC/Marin CMA	STPL-6084(083)	MRN970034	CMA Planning Funds - Marin CMA - FY 03-04	\$390,000	STP	\$390,000	\$390,000	3-Sep-03		\$41,352,595	
32	Oblig	STIP Impact	On-Going	Contra Costa	MTC/Contra Costa TA	STPL-6084(083)	CC-979042	CMA Planning Funds - Contra Costa TA - FY 03-04	\$444,000	STP	\$444,000	\$444,000	3-Sep-03		\$41,352,595	
33	Oblig	STIP Impact	On-Going	Alameda	MTC/Alameda Co CMA	STPL-6084(083)	ALA979001	CMA Planning Funds - Alameda CMA - FY 03-04	\$1,347,000	STP	\$1,347,000	\$1,347,000	3-Sep-03		\$41,352,595	
									\$15,192,658		\$18,708,578		\$1,157,986	\$41,352,595		

108

METROPOLITAN TRANSPORTATION COMMISSION
Proposed FY 2002-03 Obligation Priority Plan
Projects with Federal STP/CMAQ/TEA Funds
October 31, 2003

Rec'd OA
since Oct 1

Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Balance to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total
71 Projects Obligated after October 1, 2003														
1	Oblig	Awarded	Awarded - Jul 29, 03	Alameda	Alameda County	STPL-5933(061)	ALA991035	Pavement Rehab Lump Sum - Various Locations	\$1,995,000	STP	\$1,761,866	\$1,761,866	23-Oct-03	
2	Oblig	TEA		Alameda	Alameda County	STPLER-5933(058)	ALA991074	Niles Railroad Corridor Rehabilitation - CON	\$560,000	STP	\$435,173	\$435,173	28-Oct-03	
3	Oblig	TEA		Alameda	City of Alameda	STPLER-5014(019)	ALA010026	Webster Renaissance Project.	AC - 09/04/03	TEA	\$734,508	\$734,289	22-Oct-03	\$219
4	Oblig	Work Started	Project Development	Alameda	City of Alameda	CML-5014(023)	ALA030008	Perk St. Streetscape & Transit Hub - (PE portion)		CMAQ	\$141,648	\$141,648	28-Oct-03	\$219
5	Oblig	Awarded	9/26/02 Award \$1,737,173	Alameda	City of Hayward	STPL-5050(027)	ALA991036	Arteal Pavement Rehab - Phase III TEA-21	\$1,533,100	STP	\$1,444,670	\$1,493,162	23-Oct-03	-\$48,592
6	Oblig	TEA	Under Construction	Alameda	City of Oakland	CML-5012(051)	ALA991080	Fruitvale Streetscape & Multi-Modal Trans Project	\$1,800,000	TEA	\$1,800,000	\$1,831,793	22-Oct-03	-\$31,793
7	Oblig	Awarded	Not Awarded	Alameda	City of Oakland	STPL-5012(061)	ALA010021	City of Oakland Street Resurfacing	\$1,242,000	STP	\$1,242,000	\$1,242,000	23-Oct-03	-\$80,166
8	Oblig	Awarded	Not Awarded	Alameda	City of Oakland	STPL-5012(062)	ALA990058	Citywide sidewalk repair project.	\$2,000,000	STP	\$2,000,000	\$2,000,000	23-Oct-03	-\$80,166
9	Oblig	TEA		Alameda	City of Oakland	STPLER-5012(066)	ALA010024	Laurel - MacArthur Blvd Streetscape	\$938,780	TEA	\$938,780	\$938,000	24-Oct-03	-\$220
10	Oblig	Awarded	7/23/02 Award \$916,425	Alameda	City of Oakland	STPL-5012(055)	ALA991032	Oakland Street Resurfacing-MLK Jr Way	\$1,281,000	STP	\$1,159,714	\$1,159,714	24-Oct-03	-\$80,386
11	Oblig	Awarded	9/5/02 Award \$547,776	Alameda	City of Oakland	STPL-5012(054)	ALA991031	Oakland Street Resurfacing -MacArthur	\$769,000	STP	\$696,406	\$696,406	24-Oct-03	-\$80,386
12	Oblig	Work Started	Project Development	Alameda	City of San Leandro	CML-5041(023)	ALA010068	W. Edouillo St. Streetscape & BART Connections - (PE Portion)	\$145,189	CMAQ	\$145,189	\$145,189	29-Oct-03	-\$80,386
13	Oblig	Work Started	Awarded	Alameda	Port of Oakland	STPL-6057(009)	ALA991054	MV Encinal Ferry Vessel Refurbish	\$375,000	STP	\$297,979	\$297,979	27-Oct-03	-\$80,386
14	Oblig	Awarded	7/5/03 Award \$787,800	Contra Costa	City of El Cerrito	STPL-6239(007)	CC-991046	Potrero Avenue Rehabilitation	\$374,900	STP	\$338,900	\$288,115	27-Oct-03	\$50,785
15	Oblig	Complete	1/15/02 Award \$1,807,587	Contra Costa	City of Richmond	STPL-6137(024)	CC-010010	Valley View Road Improvements	\$800,000	Valley	\$511,470	\$511,470	24-Oct-03	-\$29,601
16	Oblig	Awarded	Not Awarded	Marin	City of Corte Madera	STPL-6232(005)	MRN991046	Paradise Drive/San Clemente Dr Rehab	\$217,000	STP	\$191,000	\$191,000	29-Oct-03	-\$29,601
17	Oblig	Awarded	Not Awarded	Marin	City of Larkspur	STPL-6166(011)	MRN991016	Doherty Drive Rehabilitation - Phase 1	\$288,000	STP	\$280,671	\$280,671	27-Oct-03	-\$29,601
18	Oblig	Awarded	9/17/02 Award \$132,130	Marin	City of Mill Valley	STPL-6113(004)	MRN991022	Buena Vista Ave Resurfacing	2/28/2002	STP	\$159,000	\$159,000	29-Oct-03	-\$29,601
19	Oblig	STIP		Marin	City of San Rafael	STPL-6043(017)	MRN010002	Second Street Resurfacing	AC - 09/09/02	STP	\$266,000	\$266,000	28-Oct-03	-\$29,601
20	Oblig	STIP		Marin	City of San Rafael	STPL-6043(018)	MRN991015	Fourth Street Resurfacing (Miracle Mile)	AC - 09/09/03	STP	\$250,000	\$250,000	28-Oct-03	-\$29,601
21	Oblig	Work Started	Project Development	Marin	City of San Rafael	CML-6043(018)	MRN010005	Medway/Canal Enhancements - (PE Portion)	\$80,000	CMAQ	\$80,000	\$79,677	29-Oct-03	\$323
22	Oblig	STIP AB 872	2/25/03 Award \$44,253	Marin	City of Sausalito	STPL-6088(006)	MRN010005	Bridgeway Rehabilitation Project	\$91,000	STP	\$83,033	\$83,033	28-Oct-03	-\$29,278
23	Oblig	Awarded	Not Awarded	Marin	Marin County	STPL-5927(028)	MRN991014	North San Pedro Road, MP 0.54 to 1.76	\$548,000	STP	\$486,000	\$486,000	24-Oct-03	-\$29,278
24	Oblig	Awarded	Not Awarded	Marin	Marin County	STPL-5927(030)	MRN991020	Sir Francis Drake Blvd., MP 3.08 to 3.63	\$686,000	STP	\$624,000	\$624,000	24-Oct-03	-\$29,278
25	Oblig	Awarded	7/8/02 Award \$281,752	Marin	Marin County	STPL-5927(031)	MRN991021	Sir Francis Drake Blvd. East Overlay	\$337,000	STP	\$296,500	\$296,500	27-Oct-03	-\$29,278
26	Oblig	TEA		Marin	Marin County	STPLER-5927(039)	MRN010010	Olema - Bolinas Path	AC - 09/12/03	TEA	\$30,000	\$30,000	26-Oct-03	-\$29,278
27	Oblig	STIP	1/15/02 State Award \$35 Mill	Napa	Caltrans / Napa	CML-6204(048)	NAP950004	Route 29 / Trancas Street Interchange	\$262,000	CMAQ	\$262,000	\$262,000	28-Oct-03	-\$29,278
28	Oblig	TEA		Napa	City of American Canyon	STPLER-5470(001)	NAP991024	American Canyon Rd/SR29 Landscaping	AC - 9/15/2003	TEA	\$78,000	\$67,377	28-Oct-03	-\$29,278
29	Oblig	Awarded	Not Awarded	Napa	Napa County	STPL-5921(025)	NAP991016	Maintenance Overlay - Howell Mountain Ro	7/22/2002	STP	\$480,868	\$480,868	24-Oct-03	-\$29,278
30	Oblig	Awarded	Not Awarded	Napa	Napa County	STPL-5921(026)	NAP010005	Silverado Trail Resurfacing	7/22/2002	STP	\$165,441	\$165,441	29-Oct-03	-\$29,278
31	Oblig	Awarded	On-Going	Region-Wide	BAAQMD	CML-6297(003)	MTC990015	Spare the Air - FY 03-04	\$1,000,000	CMAQ	\$1,000,000	\$1,000,000	24-Oct-03	-\$29,278
32	Oblig	Awarded		Region-Wide	MTC	CML-6084(060)	MTC990002	TransLink® FY 02-03	\$10,332,000	CMAQ	\$10,332,000	\$10,332,000	23-Oct-03	-\$29,278
33	Oblig	Awarded		Region-Wide	MTC	CML-6084(061)	MTC990006	TransInfo® FY 02-03	\$5,410,000	CMAQ	\$5,410,000	\$5,410,000	23-Oct-03	-\$29,278
34	Oblig	Awarded	Under Contract	Region-Wide	MTC	STPCML-6084(087)	MTC990018	Traffic Eng Tech Asst Prog (TETAP) - (CMAQ Portion) - FY 03-04	\$1,200,000	CMAQ	\$1,200,000	\$1,200,000	23-Oct-03	-\$29,278
35	Oblig	Awarded	Under Contract	Region-Wide	MTC	STPCML-6084(087)	MTC990018	Traffic Eng Tech Asst Prog (TETAP) (STP Portion) - FY 03-04	\$260,000	STP	\$250,000	\$250,000	23-Oct-03	-\$29,278
36	Oblig	STIP Impact	Awarded (Multi-Year Commit)	Region-Wide	MTC	CML-6084(077)	MTC990003	Regional Rideshare - FY 03-04 Remaining Balance	\$599,503	CMAQ	\$599,503	\$599,503	24-Oct-03	-\$29,278
37	Oblig	Awarded		Region-Wide	MTC	STPL-6084(081)	MTC990014	Regional Transit Info - FY 03-04	\$700,000	STP	\$700,000	\$700,000	24-Oct-03	-\$29,278
38	Oblig	Awarded	Under Contract	Region-Wide	MTC	STPL-6084(086)	MTC990017	Pavement Mgmt Tech Asst Prog (PTAP) - FY 03-04	\$700,000	STP	\$700,000	\$700,000	24-Oct-03	-\$29,278
39	Oblig	Awarded		Region-Wide	MTC	CML-6084(080)	MTC990013	Transit Marketing - FY 03-04	\$500,000	STP	\$500,000	\$500,000	27-Oct-03	-\$29,278
40	Oblig	TEA		San Francisco	Port of San Francisco	STPL-6169(008)	SF-991024	Embarcadero Promenade Pedestrian Imps123	\$225,000	STP	\$225,000	\$225,000	28-Oct-03	-\$29,278
41	Oblig	TEA		San Francisco	Port of San Francisco	STPLER-6169(009)	SF-991025	Renovation of Pier 43 Ferry Arch.	\$255,000	STP	\$255,000	\$255,000	28-Oct-03	-\$29,278
42	Oblig	TEA	10/21/02 Award \$1,889,000	San Mateo	City of San Mateo	STPLER-6102(024)	SM-991097	San Mateo Main St. Ped & Tr Center Links	\$813,610	TEA	\$813,610	\$814,000	24-Oct-03	-\$390
43	Oblig	Awarded	9/10/02 Award \$384,479	San Mateo	San Mateo County	STPL-5935(016)	SM-991048	Sand Hill Road Resurfacing	\$161,000	STP	\$142,409	\$142,409	28-Oct-03	-\$29,668
44	Oblig	STIP	3/2/03 Award \$1,229,728	Santa Clara	City of Gilroy	STPLER-5034(011)	SCL010034	Monterey Streetscape - 6th to 7th (TEA Portion)	\$663,891	TEA	\$489,891	\$489,891	24-Oct-03	-\$29,668

109

METROPOLITAN TRANSPORTATION COMMISSION
Proposed FY 2002-03 Obligation Priority Plan
Projects with Federal STP/CMAQ/TEA Funds
October 31, 2003

Status	CT Award Status	County	Agency	Federal Project ID	TIP ID	Project Title	Last Transac	Programmed	Fund	Balance to be Obligated	Oblig Amount	Oblig Date	Balance as of 10/31/03	Running Total	
45	Oblig	STIP	3/3/03 Award \$1,239,728	Santa Clara	City of Gilroy	STPLER-5034(011)	SCL010034	Monterey Streetscape - 6th to 7th (CMAQ Portion)		\$700,000	CMAQ	\$700,000	\$700,000	24-Oct-03	-\$29,688
46	Oblig	STIP	3/3/03 Award \$1,239,728	Santa Clara	City of Gilroy	STPLER-5034(011)	SCL010034	Monterey Streetscape - 6th to 7th (STP Portion)		\$110,109	STP	\$110,109	\$110,109	24-Oct-03	-\$29,688
47	Oblig	TEA		Santa Clara	City of Milpitas	STPLER-5314(001)	SCL991056	Berryessa Creek Bike/Ped Trail		\$375,000	TEA	\$375,000	\$375,000	27-Oct-03	-\$29,688
48	Oblig	TEA		Santa Clara	City of Morgan Hill	STPLER-5152(011)	SCL010030	Bufferfield Blvd Linear Park from Main to San Pedro		\$480,000	TEA	\$460,000	\$460,000	27-Oct-03	-\$29,688
49	Oblig	TEA		Santa Clara	City of San Jose	STPLER-5005(067)	SCL991067	Guadalupe River Park Trail Project		\$500,000	TEA	\$429,176	\$429,176	24-Oct-03	-\$29,688
50	Oblig	TEA		Santa Clara	City of San Jose	STPLER-5005(068)	SCL991068	Los Gatos Creek - (CON1) Phase 1		\$301,000	TEA	\$301,000	\$301,000	27-Oct-03	-\$2
51	Oblig	TEA		Santa Clara	City of Santa Clara	STPLER-6019(014)	SCL010024	San Tomas Aquino/Saratoga Creek Trail	AC - 09/12/03	\$1,700,000	TEA	\$1,700,000	\$1,700,000	22-Oct-03	-\$29,670
52	Oblig	TEA		Santa Clara	City of Sunnyvale	STPLER-5213(015)	SCL991059	Calabazas Creek Trail - TEA project	AC - 09/15/03	\$381,000	TEA	\$310,176	\$310,176	27-Oct-03	-\$29,670
53	Oblig	TEA		Santa Clara	Santa Clara County	STPLER-5937(083)	SCL010026	Bascom Ave. Median & Landscaping		\$639,000	TEA	\$639,000	\$639,000	24-Oct-03	-\$29,670
54	Oblig	TEA		Santa Clara	Santa Clara County	STPLER-5937(086)	SCL010027	Elliot Avenue Sidewalk Project		\$205,000	TEA	\$205,000	\$205,000	27-Oct-03	-\$29,670
55	Oblig	TEA		Solano	City of Dixon	STPLER-5056(010)	SOL010008	Downtown Dixon Streetscape. (TEA portion)	AC - 09/04/03	\$48,086	TEA	\$48,086	\$48,086	28-Oct-03	-\$29,670
56	Oblig	TEA		Solano	City of Dixon	STPLER-5056(010)	SOL010008	Downtown Dixon Streetscape. (STP portion)	AC - 09/04/03	\$188,914	STP	\$188,914	\$188,914	28-Oct-03	-\$29,670
57	Oblig	STIP	6/8/02 Award \$64,999	Solano	City of Rio Vista	STPL-5099(007)	SOL991040	Front Street Overlay Project		\$83,000	STP	\$83,000	\$83,000	22-Oct-03	-\$29,670
58	Oblig	FY 04		Solano	City of Vacaville	CML-5094(035)	SOL010040	Davis St. Ped & Gateway Improvements		\$482,000	CMAQ	\$482,000	\$482,000	24-Oct-03	-\$29,670
59	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL010016	Tennessee Street Overlay: Monterey to Holiday - (CON)	Obligated PS.	\$173,000	STP	\$173,000	\$173,000	24-Oct-03	-\$29,670
60	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991047	Broadway Overlay: Highway 37 to Mini Drive - (CON)	Obligated PS.	\$300,000	STP	\$300,000	\$300,000	24-Oct-03	-\$29,670
61	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991048	Rollingwood Dr. Overlay - (CON)	Obligated PS.	\$176,000	STP	\$176,000	\$176,000	24-Oct-03	-\$29,670
62	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991049	Solano Av. Overlay: Georgia to Mariposa - (CON)	Obligated PS.	\$326,000	STP	\$326,000	\$326,000	24-Oct-03	-\$29,670
63	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991050	Santa Clara St. overlay: Carolina St. to Maine St. - (CON)	Obligated PS.	\$105,000	STP	\$105,000	\$105,000	24-Oct-03	-\$29,670
64	Oblig	Not Awarded	Not Awarded	Solano	City of Vallejo	STPL-5030(030)	SOL991080	Oakwood St. overlay: Teakwood to Springs Road - (CON)	Obligated PS.	\$87,000	STP	\$87,000	\$87,000	24-Oct-03	-\$29,670
65	Oblig	Not Awarded	Not Awarded	Solano	Solano County	STPL-5923(054)	SOL991091	Pleasant Valley Road Rehabilitation - (PE&ROW portion)		\$114,000	STP	\$25,470	\$46,035	29-Oct-03	-\$20,565
66	Oblig	Awarded	Not Awarded	Sonoma	City of Healdsburg	STPL-5027(007)	SON991020	Healdsburg Avenue Overlay		\$266,000	STP	\$225,000	\$225,000	28-Oct-03	-\$50,235
67	Oblig	Awarded	10/22/02 Award \$87,838	Sonoma	City of Rohnert Park	STPL-5379(011)	SON991026	Various Overlays - 2000		\$314,000	STP	\$314,000	\$314,000	27-Oct-03	-\$50,235
68	Oblig	STIP	Award 10/03	Sonoma	Sonoma County	CML-5920(069)	SON991035	West County Bike Trail: Phase 7.		\$450,000	CMAQ	\$450,000	\$450,000	22-Oct-03	-\$50,235
69	Oblig	Awarded	Not Awarded	Sonoma	Sonoma County	STPL-5920(080)	SON991023	Stony Point Road - Stage 5A		\$1,650,000	STP	\$1,650,000	\$1,650,000	23-Oct-03	-\$50,235
70	Oblig	TEA		Sonoma	Sonoma County	STPLER-5920(081)	SON010026	West County Bike Trail: Phase 10 Green Valley Rd.		\$240,000	TEA	\$240,000	\$216,983	27-Oct-03	\$23,017
71	Oblig	Awarded	Not Awarded	Sonoma	Sonoma County	STPL-5920(079)	SON010020	Old Redwood Highway Class II Bike Lanes		\$250,000	STP	\$223,441	\$223,441	28-Oct-03	-\$27,218
									\$62,073,949	\$50,284,878	\$50,312,096		-\$27,218	-\$27,218	

110



Date: December 1, 2003
TO: STA Board of Directors
FROM: Mike Duncan, Director for Projects
RE: 2004 State Transportation Improvement Program (STIP) - Update

Background:

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. 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:

Headquarters Caltrans was originally scheduled to present the 2004 STIP Fund Estimate (FE) to the CTC on October 30, 2003; however, the presentation was delayed until November 24, 2003. Due to the delay in releasing the Draft 2004 STIP Fund Estimate, MTC has extended the deadline for Counties to submit their project nomination forms. The initial submittal to MTC is now January 9, 2003.

The Draft 2004 STIP Fund Estimate provided for 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, on a county-by-county basis, were identified specifically for each year of the 2004 STIP (FY 04-05 through FY 08-09). The following are the funding levels in thousands of dollars proposed for Solano County for unrestricted STIP funds and restricted Transportation Enhancement (TE) funds (also see attachments C and D):

	<u>FY04-05</u>	<u>FY05-06</u>	<u>FY06-07</u>	<u>FY07-08</u>	<u>FY08-09</u>
STIP	\$1,481	\$14,331	\$12,124	\$11,882	\$10,324
TE	<u>1,062</u>	<u>567</u>	<u>578</u>	<u>590</u>	<u>601</u>
Total	\$2,543	\$14,898	\$12,702	\$12,472	\$10,925

The Fund Estimate proposes \$50,142,000 in STIP funds and \$3,398,000 in Transportation Enhancement funds for Solano County (\$53,540,000 total); however, the TE funds may only be used for TLC-type projects in accordance with Federal guidelines.

Headquarters Caltrans made several assumptions to develop the FE (see Attachment A). Changes to these assumptions due to actions by Congress, the State Legislature, the Governor and/or the economy, will have a potentially significant impact on the availability of STIP funds. The major assumptions are as follows:

1. The State will lose \$2.8B in Federal revenues over the five years of the STIP due to conversion from MTBE to ethanol-blended gasoline. The Federal taxes are less on ethanol-based gasoline. If Congress changes the tax structure, the State may see a significant increase over the assumed amount of Federal revenue from fuel taxes.
2. Proposition 42 funds from the sales taxes on motor fuels is assumed to be transferred in accordance with the Constitutional Amendment (20% to the Public Transportation Account, 40% to the STIP and 40% to cities and counties for local streets and roads improvements). This amount is \$3B over the five years of the STIP. If these funds are deferred or eliminated by the Legislature and Governor, STIP funds may be significantly reduced.
3. The Toll Bridge Seismic Retrofit Program will not need additional STIP funds to complete the projects. AB 1171 requires increased costs to be funded through STIP funds. With six contracts still to be bid and awarded and only \$120M remaining in the Program account, increased program costs would need to be taken from the STIP, thus reducing available funds to counties.

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. STA must develop a 2004 STIP program by January 9, 2004 to include the current projects programmed in the 2002 STIP, project planning, programming and monitoring (STIP-PPM), and a potential STIP/STP swap to fund project development activities. 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.

A special meeting of the TAC is scheduled for December 15, 2003 to develop the proposed 2004 STIP program for Solano County. The proposed program will be presented to the Board of Directors at the January 2004 Board of Directors meeting for their review and action. A preliminary program for Solano County will be submitted to MTC by January 9, 2004 with the finalized program submitted after the January 14, 2004 Board meeting.

Recommendation:

Informational.

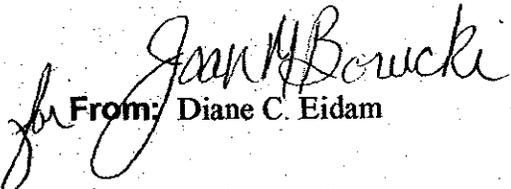
Attachment

- A. CTC Memorandum on Fund Estimate
- B. Solano County 2002 STIP (as Amended)
- C. 2004 STIP Annual Programming Targets (excluding TE Funds)
- D. 2004 STIP Transportation Enhancement Programming Targets

Memorandum

To: Chairman and Commissioners

Date: November 24, 2003


From: Diane C. Eidam

Ref: 2004 Draft Fund Estimate

Biennially the Commission is required by statute to adopt a five year fund estimate for the various transportation accounts. The Commission determines the methodology in consultation with the Department and the Regional Transportation Planning Agencies. The assumptions, which were presented to you at the September meeting, determine the methodology.

The draft of the 2004 Fund Estimate was developed by the Department using the Commission's assumptions and made available to the public on November 19, 2003. The Commission will adopt the final 2004 Fund Estimate at the December 11, 2003 meeting. The purpose of today's meeting is to review for the Commission the estimate of revenues and programming capacity that results from using those assumptions and gather input from the public on the draft 2004 Fund Estimate.

A summary of the content and issues by programming document is outlined below for the Commissioners' information.

1. State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP)

What is the bottom line?

The transportation accounts affecting the programming capacity for the STIP/SHOPP are the State Highway Account (SHA), Public Transportation Account (PTA), Transportation Investment Fund (TIF), and the Transportation Deferred Investment Fund (TDIF). The 2004 STIP, which will cover the five-year period through 2008-09, will have no new funding capacity. For the most part, it will simply reschedule the remaining \$5.4 billion in projects already programmed for delivery over the next three years to over the next five years.

The Fund Estimate assumption generates approximately \$16.1 billion in federal funds over six years. TEA 21 provided approximately \$15.3 billion in total for California (not all of this funding was available to the STIP). The current proposals in the Senate and the House would generate \$16.8 billion and \$22.3 billion respectively over the six years (again not all of this would be available for the STIP). The House's revenue levels cannot be reached without tax or user fee increases. The Commission's assumption regarding federal funds appears realistically optimistic.

Future Federal funding is expected to be reduced as a result of California's switch from MTBE to ethanol-blended gasoline. Because current Federal law taxes ethanol-blended gasoline differently, as states like California switch to ethanol and contribute less to the Federal Highway Trust Fund, revenues will shrink. As a result states will receive smaller Federal transportation apportionments unless the balance in the Highway Trust Fund is spent down or the tax on ethanol is fixed. For the 2004 STIP fund estimate, Caltrans has estimated that the switch to ethanol will cost California approximately \$2.8 billion in Federal revenues over the five-year STIP period. (NOTE: A fix to this issue was proposed in Congress' Energy bill but the Senate on Friday failed to produce the needed votes to pass the bill. This alone would not have solved the problem immediately since implementation of the fix was left to the transportation reauthorization bill.)

TIF Transfers and Previous Loan Repayments

Funds from both the PTA and the TIF are factored into the bottom line programming capacity for the STIP. In fact without these funds the STIP would be experiencing a negative programming capacity rather than a net zero capacity for new programming. Until a few years ago, the state's transportation programs relied almost exclusively on user fees in the form of gasoline taxes and commercial vehicle weight fees. Article XIX of the California Constitution built a firewall around these revenues, protecting them from diversion for other purposes. In general, this provided a reliable basis for developing multiyear programs, and it could reasonably be assumed that funding would be available as projects were delivered.

To be sure, the program went through cycles as funding fell behind delivery or delivery behind funding. The buying power of the revenues declined over time as cars became more efficient, project costs increased with inflation, and gasoline taxes were not often increased to keep pace. Sometimes earthquakes and other natural disasters diverted dollars for unplanned work. Changes in Federal law or policy might also bring about unexpected changes.

Proposition 42 approved by over 70% of the voters, added Article XIXB to the California Constitution. This constitutional amendment made permanent the transfer of sales tax on gasoline to the TIF. The proposition assigned approximately \$5 billion of the revenues to the Traffic Congestion Relief projects previously identified by the Legislature and put in statute by the Traffic Congestion Relief Act of 2000. Beginning in 2004-05 the revenues remaining after the initial transfer to the Traffic Congestion Relief Projects, were to be used for State and local transportation purposes as follows:

- 20 percent to the Public Transportation Account.
- 40 percent to transportation improvement projects funded in the State Transportation Improvement Program.
- 40 percent to cities and counties for local streets and roads improvements.

2. Aeronautics Program

What is the bottom line?

The Aeronautics Program is funded by an 18¢/gallon excise tax on gasoline and a 2¢/gallon on jet fuel. The funds generated by the tax are placed in the Aeronautics Account and is used to fund three types of programs for general airports throughout the State: \$10,000 grants to local airports, matching funds for federal funds in the Airport Improvement Program, and the Acquisition and Development Program. The last two budget acts have transferred a total of \$10.8 million out of this account to the General Fund. These were not loans and will not be paid back. The Aeronautics Program is projected to have new programming capacity of \$69 thousand over the five years of the fund estimate. Approximately \$7.1 million of projects will have to be moved out of the first year of the program and spread over the remaining four years.

What are the risks and challenges associated with this estimate of funds?

Revenue Estimates

The beginning estimate of \$2.73 million by the Department in FY 2003-04 for aviation gasoline appears to be lower than the average amount transferred into the Account by the State Controller's Office for the last eight years (FY 1995-96 through FY 2002-03) of \$4.72 million/year. The beginning total for aviation gas in the FE is \$2.73 million or \$1.99 million below the average. The impact of this lower estimate is a larger overall shortfall of (\$4.423M) rather than a smaller negative shortfall, which would result in a larger programming amount being available over the FE. If the beginning estimate for aviation gas is raised, a ripple effect will go through the FE and result in additional programming being available over the FE period. The Department is assessing the numbers and will make a recommendation regarding the need to revise the estimate of revenues at the meeting.

The Federal Aviation Administration raised a concern during the Fiscal Year 2003-04 Budget deliberations regarding the then proposed re-direction of \$4.762 million in aviation fuel tax revenues to the General Fund. In a letter to the State Senate, dated August 14, 2003, the FAA states that Title 49 USC 47133 stipulates that local taxes for aviation fuel cannot be expended for any purpose other than the capital and operating cost of the airport, the local airport system, or an airport associated facility used for air transportation of passengers or property. Simply put, FAA thinks that the aviation fuel tax revenues generated by an airport is airport revenue and can only be expended for dedicated airport purposes.

If FAA's contention is correct and the aviation industry successfully challenges the transfer in the Legislature or in court, then another \$4.762 million is available sometime during the FE Period. The likelihood of a successful challenge is speculative and thus the FE Assumption should not change.

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

Projects	Proposed STIP Funding (Dollars in 000's)					Total
	FY02/03	FY03/04	FY04/05	FY05/06	FY06/07	
New						
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
Amended						
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
Totals	1,804.0	6,900.0	7,075.0	19,000.0	16,535.0	51,314.0

- * 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.

DRAFT

**DRAFT 2004 STIP FUND ESTIMATE
COUNTY AND INTERREGIONAL SHARES**

Annual Transportation Enhancement (TE) Programming Targets
(\$1,000's)

County	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	Total
Alameda	3,460	1,847	1,884	1,921	1,960	11,072
Alpine/Amador/Calaveras	586	313	319	324	332	1,874
Butte	662	353	360	368	375	2,118
Colusa	174	93	95	97	99	558
Contra Costa	2,243	1,197	1,221	1,245	1,270	7,176
Del Norte	167	89	91	92	95	534
El Dorado LTC	423	226	231	235	240	1,355
Fresno	2,391	1,278	1,302	1,327	1,354	7,650
Glenn	186	99	101	104	106	596
Humboldt	670	357	365	372	379	2,143
Imperial	1,119	597	609	621	634	3,580
Inyo	908	485	494	504	514	2,905
Kern	3,130	1,670	1,704	1,737	1,772	10,013
Kings	469	250	255	262	268	1,502
Lake	287	153	156	159	162	917
Lassen	426	227	232	236	241	1,362
Los Angeles	21,210	11,320	11,546	11,777	12,013	67,866
Madera	425	227	231	236	241	1,360
Marin	655	350	357	364	371	2,097
Mariposa	173	93	94	97	98	555
Mendocino	632	337	344	352	358	2,023
Merced	784	407	416	424	432	2,443
Modoc	226	121	123	125	128	723
Mono	672	359	366	374	381	2,152
Monterey	1,228	656	669	682	696	3,931
Napa	406	217	221	225	230	1,299
Nevada	355	189	193	197	201	1,135
Orange	6,395	3,413	3,481	3,552	3,622	20,463
Placer TPA	678	360	368	375	383	2,162
Plumas	256	137	139	143	145	820
Riverside	4,578	2,443	2,492	2,542	2,593	14,648
Sacramento	2,984	1,592	1,624	1,657	1,690	9,547
San Benito	223	119	121	123	126	712
San Bernardino	5,958	3,180	3,243	3,308	3,374	19,063
San Diego	6,973	3,722	3,796	3,872	3,949	22,312
San Francisco	1,788	944	963	981	1,001	5,657
San Joaquin	1,555	830	847	864	881	4,977
San Luis Obispo	1,250	667	681	694	708	4,000
San Mateo	1,821	972	991	1,011	1,031	5,826
Santa Barbara	1,429	762	778	793	809	4,571
Santa Clara	4,051	2,162	2,205	2,250	2,294	12,962
Santa Cruz	712	380	387	395	403	2,277
Shasta	723	368	394	401	410	2,314
Sierra	121	64	66	67	68	366
Siskiyou	502	268	273	280	284	1,607
Solano	1,062	567	578	590	601	3,398
Sonoma	1,296	692	706	720	734	4,148
Stanislaus	1,205	643	656	668	682	3,854
Sutter	272	145	148	152	154	871
Tahoe RPA	181	97	99	100	103	580
Tehama	363	194	198	201	206	1,162
Trinity	261	139	142	145	148	835
Tulare	1,470	785	800	817	833	4,705
Tuolumne	297	158	161	165	168	949
Ventura	2,098	1,118	1,141	1,164	1,187	6,706
Yolo	580	310	316	321	329	1,856
Yuba	209	111	113	116	118	667
Statewide Regional	95,314	50,868	51,886	52,924	53,982	304,974
Interregional	31,772	16,956	17,295	17,641	17,994	101,658
Statewide Total	127,086	67,824	69,181	70,565	71,976	406,632

DRAFT



DRAFT 2004 STIP FUND ESTIMATE COUNTY AND INTERREGIONAL SHARES

Annual Transportation Enhancement (TE) Programming Targets
(\$1,000's)

County	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	Total
Alameda	3,460	1,847	1,884	1,921	1,960	11,072
Alpine/Amador/Calaveras	586	313	319	324	332	1,874
Butte	662	353	360	368	375	2,118
Colusa	174	93	95	97	99	558
Contra Costa	2,243	1,197	1,221	1,245	1,270	7,176
Del Norte	167	89	91	92	95	534
El Dorado LTC	423	226	231	235	240	1,355
Fresno	2,391	1,276	1,302	1,327	1,354	7,650
Glenn	185	99	101	104	106	596
Humboldt	670	357	365	372	379	2,143
Imperial	1,119	597	609	621	634	3,580
Inyo	908	485	494	504	514	2,905
Kern	3,130	1,670	1,704	1,737	1,772	10,013
Kings	469	250	255	262	266	1,502
Lake	287	153	156	159	162	917
Lassen	426	227	232	236	241	1,362
Los Angeles	21,210	11,320	11,546	11,777	12,013	67,866
Madera	425	227	231	236	241	1,360
Marin	655	350	357	364	371	2,097
Mariposa	173	93	94	97	98	555
Mendocino	632	337	344	352	358	2,023
Merced	764	407	416	424	432	2,443
Modoc	226	121	123	125	128	723
Mono	672	359	366	374	381	2,152
Monterey	1,228	656	669	682	696	3,931
Napa	406	217	221	225	230	1,299
Nevada	355	189	193	197	201	1,135
Orange	6,395	3,413	3,481	3,552	3,622	20,463
Placer TPA	676	360	368	375	383	2,162
Plumas	256	137	139	143	145	820
Riverside	4,578	2,443	2,492	2,542	2,593	14,648
Sacramento	2,984	1,592	1,624	1,657	1,690	9,547
San Benito	223	119	121	123	126	712
San Bernardino	5,958	3,180	3,243	3,308	3,374	19,063
San Diego	6,973	3,722	3,796	3,872	3,949	22,312
San Francisco	1,768	944	963	981	1,001	5,657
San Joaquin	1,555	830	847	864	881	4,977
San Luis Obispo	1,250	667	681	694	708	4,000
San Mateo	1,821	972	991	1,011	1,031	5,826
Santa Barbara	1,429	762	778	793	809	4,571
Santa Clara	4,051	2,162	2,205	2,250	2,294	12,962
Santa Cruz	712	380	387	395	403	2,277
Shasta	723	386	394	401	410	2,314
Sierra	121	64	66	67	68	386
Siskiyou	502	268	273	280	284	1,607
Solano	1,062	567	578	590	601	3,398
Sonoma	1,295	692	706	720	734	4,148
Stanislaus	1,205	643	656	668	682	3,854
Sutter	272	145	148	152	154	871
Tahoe RPA	181	97	99	100	103	580
Tehama	363	194	198	201	206	1,162
Trinity	261	139	142	145	148	835
Tulare	1,470	785	800	817	833	4,705
Tuolumne	297	158	161	165	168	949
Ventura	2,096	1,118	1,141	1,164	1,187	6,706
Yolo	580	310	316	321	329	1,856
Yuba	209	111	113	116	118	667
Statewide Regional	95,314	50,868	51,886	52,924	53,982	304,974
Interregional	31,772	16,956	17,295	17,641	17,994	101,858
Statewide Total	127,086	67,824	69,181	70,565	71,976	406,832



Date: December 1, 2003
TO: STA Board of Directors
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Update and Draft 2004 Legislative Platform

Background:

In April 2003, STA Staff and Board Members traveled to Washington DC to request appropriation funding for four priority projects (I-80/I-680/SR 12 Interchange, Jepson Parkway, Vallejo Station and the Fairfield/Vacaville Rail Station). At the same time reauthorization funds were requested for the same four projects.

In November, Gov. Davis signed a bill allowing counties to place Regional Measure 2 (\$1 toll increase on Bay Area Bridges) on the Ballot for March 4th election.

Discussion:

In November, the House/Senate Conference Committee approved the appropriation of \$1,250 Million for the Vallejo Station and \$800,000 for the Fairfield/Vacaville Intermodal Rail Station. The Conference Committee Report must still be passed by the House and Senate and then be signed by the President. At this time, we do not anticipate any changes.

Chairman Young (House Transportation and Infrastructure Committee) has introduced a six-year \$375 billion TEA 21 reauthorization bill. It is very unlikely that any action will be taken before 2004.

On December 2, the Solano County Board of Supervisors placed the Regional Measure 2 on the ballot for the March 4, 2004 election. Attached for your review is a list of the Solano County projects listed in Measure 2.

Also attached is the Draft 2004 Legislative Platform. Please forward any comments, suggested additions/deletions to STA by December 15th.

Recommendation:

Informational

Attachment A – Regional Measure 2 – Solano County Projects
B – Draft 2004 Legislative Platform

Regional Measure 2 Solano County Projects

The I-80/I-680/SR 12 Interchange (\$100 million)

- Identified as Solano County's number one priority highway project.
- Major commuter route to jobs in the Bay Area and Sacramento
- Major truck route linking the Port of Oakland to the rest of the United States,
- Nationally and regionally significant.
- Traffic through the interchange has increased by 25,000 daily trips since 1995
- Bottleneck for local residents as well as long distant commuters
- Regional Measure 2 will provide matching funds for the project that will cost approximately \$769 million

Vallejo Station – (\$28 million)

- Reunites Vallejo's waterfront and downtown
- Incorporates residential and "live work" space, small retail, commercial, office restaurants, open space, and a renewed dynamic downtown with a multi modal transportation center.
- Relocates a bus transfer center to a multimodal, multi story parking facility
- Support the City's robust ferry
- Expands express bus system that will expand to 2500 passengers a day by 2010
- Model transit village based on solid transit oriented development

Solano County Express Bus Intermodal Facilities (\$20 million) RM 2 will provide a competitive grant fund source for eligible projects:

- Fairfield Transportation Center
- Curtola Transportation Center
- Benicia Intermodal Station
- Vacaville Transportation Station

Capitol Corridor Improvements (\$25 million)

- Provides funding for Third Main Track in Suisun City and new Fairfield/Vacaville Rail Station

Regional Express Bus North (\$1.6 million) for Richmond-San Rafael, Carquinez, Benicia-Martinez and Antioch Bridge corridors.

- Competitive grant program for bus service for Vallejo Transit and Fairfield/Suisun Transit among others

Operating Programs Funded Annually by MTC

- Vallejo Ferry - **\$2.7 million**
- Regional Express Bus North Pool serving the Carquinez and Benicia Bridge Corridors - **\$3.4 million**

**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 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.

III. 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.

IV. 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.*
11. 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.
12. 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.

13. 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.
14. 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.

VI. Liability

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

VII. 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.

VIII. 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.

IX 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.*

X. Ferry

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge Group “1st and 2nd 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 “3rd 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.

XI. 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).

XII. 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: December 2, 2003
 TO: STA Board of Directors
 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>
Environmental Enhancements and Mitigation (EEM) Program	Susan Harrington, Caltrans Headquarters (916) 654-2848	December 19, 2003
Statewide Planning Grants	Cameron Oakes, Caltrans District 4 (510) 622-5758	January 8, 2004
Yolo Solano Air Quality Management District (YSAQMD) Clean Air Fund Program	Jim Antone YSAQMD (530) 757-3653	Draft Applications Due to STA: February 11, 2004 Final Applications due to YSAQMD: late February/ early March 2004
2004-05 Elderly and Disabled Transit (Section 5310) Program	Dana Lang, MTC (514) 464-7764	February 25, 2004



FUNDING OPPORTUNITY:

Environmental Enhancements and Mitigation (EEM) Program

Applications Due: December 19, 2003

TO: TAC and SolanoLinks Consortium

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

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

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



FUNDING OPPORTUNITY:

Statewide Planning Grants

Applications Due: January 8, 2004

TO: TAC and SolanoLinks Consortium

FROM: Robert Guerrero, Associate Planner

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

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

Program Description: Two planning grant programs are currently available:

- *Partnership Planning Grant*
- *Transit Planning Grants*

Remaining grants programs are expected to be available in December 2003/ January 2004. These programs include:

- *Environmental Justice: Context Sensitive Planning*
- *Community Based Planning*

Funding Available: \$2.6 million is currently available statewide for the Partnership Planning Grant and the Transit Planning programs.

Eligible Projects: Each grant program is designed to meet specific goals. 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

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



FUNDING OPPORTUNITY:

2003-04 YSAQMD Clean Air Funds Program

*Draft Applications Due to the STA for the
STA/YSAQMD Screening Committee on February 11, 2004
Final Applications due to YSAQMD on late February/ early March 2004*

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the YSAQMD Clean Air Funds 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 of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

Program Description: The YSAQMD Clean Air Funds Program provides grants to local agencies to implement various clean air projects including transit, bicycle routes and electric vehicles.

Funding Available: Approximately \$270,000 will be available for 2004/05

Eligible Projects: Clean air vehicles, transit routes, bicycle routes, pedestrian paths, clean air programs, and ridesharing. This discretionary program funds various clean air projects that result in reduction of air emissions. The District will require Emission Reduction and Cost Effectiveness Calculations for projects that receive more than \$10,000 in District Clean Air Funds.

Further Details: Applications were made available in January 2004. Solano Clean Air Applications will be reviewed by a pre-screening committee consisting of STA Board members and Board members from the YSAQMD before they are formally submitted to the Air District for approval. Please contact program coordinators for more information.

Program Contact Person: Jim Antone, YSAQMD (530) 757-3653

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014



FUNDING OPPORTUNITY:

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

Applications Due February 25, 2004

TO: TAC and SolanoLinks Consortium

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-SNCI.com
