



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**

**November 13, 2002**

**STA Board Meeting  
PLEASE NOTE SPECIAL LOCATION AND TIME  
Benicia City Hall Council Chambers  
250 East L Street  
Benicia, CA  
5:00 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.*

**STA Board Members:**

John Silva, Chair  
*County of Solano*

Jim Spering, Vice Chair  
*City of Suisun City*

Pierre Bidou  
*City of Benicia*

Mary Ann Courville  
*City of Dixon*

Karin MacMillan  
*City of Fairfield*

Marci Coglianesse  
*City of Rio Vista*

Rischa Slade  
*City of Vacaville*

Dan Donahue  
*City of Vallejo*

**STA Alternates:**

Barbara Kondylis

Michael Segala

Dan Smith

Gil Vega

Harry Price

Ed Woodruff

David Fleming

Pete Rey

**ITEM**

**BOARD/STAFF PERSON**

- I. CALL TO ORDER – CONFIRM QUORUM** Chair John Silva
- II. PLEDGE OF ALLEGIANCE**
- III. APPROVAL OF AGENDA**
- IV. OPPORTUNITY FOR PUBLIC COMMENT (5:05 – 5:10 p.m.)**
- V. EXECUTIVE DIRECTOR’S REPORT (5:10 – 5:15 p.m.) – Pg 1** Daryl Halls
- VI. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC (5:15-5:20 p.m.)**
- A. Caltrans Report** Yader Bermudez  
**Caltrans District IV**
- B. MTC Report** Craig Goldblatt, MTC
- VII. CONSENT CALENDAR**  
*Recommendation: Approve the following consent items in one motion (Note: Items under consent calendar may be removed for separate discussion) (5:20-5:25 p.m.) – Pg 7*
- A. STA Board Minutes of October 9, 2002 –** Kim Cassidy  
*Recommendation: Approve STA Board Minutes of October 9, 2002 – Pg 9*
- B. Draft STA TAC Minutes for October 30, 2002** Kim Cassidy  
*Informational - Pg 15*
- C. Revised Projects for FY 2002/03 TFCA** Robert Guerrero  
**Program Manager Funds**  
*Recommendation: Approve the City of Fairfield’s request for an additional \$2,000 for electric charging station construction at the Fairfield Transportation Center and Solano Community College’s request for an additional \$15,000 for electric charging station construction at the main campus location and authorize STA staff submit an amended 2002/03 TFCA Program Manager application to the BAAQMD to program these additional unallocated funds- Pg 21*
- D. Local Streets and Roads Update** Mike Duncan  
*Recommendation: Approve the attached Pavement Treatment Types and Unit Costs as a basis for determining unit costs to be used in Solano County Agencies’ Pavement Management Systems– Pg 27*

- E. I-80 Widening Value Analysis Report** Mike Duncan  
*Recommendation: Support the request to expand the Value Analysis Report to include feasible alternatives that retain oleanders in the median on I-80 for sections of I-80 in the City of Vacaville and Solano County- Pg 31*
- F. Approval of STA DBE Program** Mike Duncan,  
Jennifer Tongson  
*Recommendation: Formally adopt the STA DBE Program and DBE Goal of 6.3% for the STA for Federal Fiscal Year 2002/03 and authorize the Executive Director to forward the program to Caltrans for final approval- Pg 41*
- G. Resolution for new Master Agreement with Caltrans** Dan Christians  
*Recommendation: Adopt the attached resolution approving a new Master Agreement with Caltrans- Pg 47*
- H. Authorization to hire outside Legal Counsel** Chuck Lamoree  
*Recommendation: By simple motion, approve the retainer agreement with Liebert, Cassidy and Whitmore for the provision of specialized legal services related to public sector labor and employment law – Pg 59*
- I. CTP Contract Amendment with Wilbur Smith Associates for Consultant Services Related to the Route 30 Bus Service** Dan Christians  
*Recommendation: Authorize the Executive Director to enter into a \$7,590 contract amendment with Wilbur Smith Associates to cover the additional work needed to plan, revise and improve the future operation of the Route 30 bus service – Pg 61*

## VIII. ACTION ITEMS – NON-FINANCIAL

- A. Status of Bridge Toll Discussions and Project Priorities** Daryl Halls  
*Recommendation: Authorize the Executive Director to request and/or support funding for five priority projects be considered for future Bridge Toll funding as follows:*
1. I-80/680/SR12 Interchange
  2. I-80 HOV Lane between SR 12 and I-505
  3. Regional Express Bus Operating and Infrastructure along the I-80 and 680 Corridors
  4. Vallejo Baylink Ferry Operating and Infrastructure
  5. Commuter Rail Service between Solano and Contra Costa Counties
- (5:25-5:35 p.m.) – Pg 63

- B. State Planning and Research Grant Submittals** Dan Christians/  
*Recommendation: Authorize a resolution authorizing* Robert Guerrero  
*the STA Executive Director to submit applications for the Rio*  
*Vista Bridge Feasibility Study and the Highway 113*  
*Corridor/MIS Study for the 2003-04 and 2004-05 State*  
*Planning and Research Grant program cycles (5:35-5:40 p.m.)*  
– Pg 73

**IX. INFORMATION ITEMS**

- A. STA Overall Work Plan/Priority Projects** Daryl Halls  
**2002/2003 and 2003/2004**  
*Informational* (5:40-5:45 p.m.) – Pg 77
- B. Review of Overall STA Strategic Planning** Dan Christians  
**Program for 2002-03 and 2003-04**  
*Informational* (5:45-5:50 p.m.) – Pg 83
- C. Status of MTC's Regional Policies Discussion** Daryl Halls  
**and Funding Priorities**  
*Informational* (5:50-5:55 p.m.) – Pg 85
- D. TIP Conformity Status** Mike Duncan  
*Informational* (5:55-6:00 p.m.) – Pg 117
- (No Discussion Necessary)*
- E. Highway Project Status Report** Mike Duncan  
*Informational* – Pg 119
- F. Programming Schedules for Federal Cycle Funds** Mike Duncan  
**and Regional Plans**  
*Informational* – Pg 131
- G. Commute Profile 2002** Elizabeth Richards  
*Informational* – Pg 133
- H. Review Funding Opportunities** Robert Guerrero  
*Informational* – Pg 137

**XI. BOARD MEMBER COMMENTS**

- XII. ADJOURNMENT** – Next Meeting: December 11, 2002 at Suisun City Council Chambers.



MEMORANDUM

DATE: November 7, 2002  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – November 2002

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.

**Measure E Fails Passage/STIA to Sunset**

As all of you are now aware, Measure E was supported by 59.8% of Solano County voters, but failed to garner the necessary 2/3 support for passage. In accordance with the ordinance that established the STIA, staff has scheduled a final STIA meeting to formally sunset the agency. This meeting has been scheduled for immediately following the November 13<sup>th</sup> meeting of the STA that will begin at 5:00 pm at Benicia City Hall. I want to thank all of the members of the STA Board, staff and members of the TAC and Consortium for their hard work in support of this endeavor.

**STA's Priorities for Proposed \$3 Bridge Toll (\*)**

STA staff has been participating in preliminary discussions pertaining to an increase of the toll on the Bay Area's seven State Owned Bridges from \$2 to \$3. This increase would generate an estimated revenue stream of \$2.4 billion over the next 30 years and an average of \$125 million per year. State Senator Don Perata established a Senate Select Committee to consider this issue and an advisory/technical committee has been meeting for the past two months to develop a list of transportation/transit projects to be considered for funding. STA staff has developed a list of potential Solano County projects for review and consideration by the STA Board that are priorities of the STA and its member agencies and appear to meet the criteria established by the advisory/technical committee. If regional consensus is achieved, the Senator may consider introducing legislation during the 2003 legislative session.

**Regional Policies Debated/TIP Conformity to Lapse (\*)**

I have prepared an updated staff report pertaining to various regional policies and programs currently under discussion in the Bay Area (Agenda Items IX.C). With the active assistance of the STA TAC, Mike Duncan has prepared a summary of the criteria developed to document Solano County's unfunded local road rehabilitation needs (agenda item VII.D). MTC staff has begun briefing the CMA Directors regarding the regional programs funded by MTC off the top of the region's federal STP/CMAQ funds allocation.

**5<sup>th</sup> Annual STA Awards to Showcase Transportation(\*)**

The final preparations are being completed for the 5<sup>th</sup> Annual STA Awards on November 13, 2002, 6:00 p.m. at the Clock Tower in Benicia. STA Board Members, along with last year's winner from each program, will be requested to present the nominees and winner in at least one program category. STA Chair John Silva will serve as the Master of Ceremonies for the event. Staff is working on the speeches for the event and will provide copies for each of you shortly. Helen Thomson is the featured speaker and Ellen Tauscher has provided us with a video message. We look forward to a fun and enjoyable evening with the movers, shakers, workers and leaders of transportation within Solano County and from around the region.

***Attachment:***

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

**Solano Transportation Authority**  
**Acronyms List**  
*Updated 10/23/02*

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

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

**STA MEETING SCHEDULE  
(For The Calendar Year 2002)**

<b>DATE</b>	<b>TIME</b>	<b>DESCRIPTION</b>	<b>LOCATION</b>	<b>CONFIRMED</b>
Nov. 13	5:00 p.m.	STA Board Meeting/Final STIA Board Meeting	Benicia City Hall	X
Nov. 13	6:00 p.m.	STA 5 <sup>th</sup> Annual Awards Program	Benicia Clock Tower	X
Nov. 15	1:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	X
Nov. 21	9:00 a.m.	CCTA/STA Joint Committee	Benicia Library	X
Nov. 21	5:00 p.m.	Unmet Transit Needs Hearing	Fairfield City Hall	X
Nov. 27	10:00 a.m.	Solanolinks Transit Consortium Meeting	STA Conference Room	X
Nov. 27	1:30 p.m.	STA TAC	STA Conference Room	X
Dec. 4	11:30 a.m.	STA Executive Board Meeting	STA Conference Room	X
Dec. 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Dec. 11	7:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec. 12	2:00 p.m.	Contra Costa-Solano Rail Study Meeting (sBART)	Benicia Library	X
Dec. 18	10:00 a.m.	Capitol Corridor JPA Board Meeting	Suisun City Hall	X

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DATE: November 6, 2002  
TO: STA Board  
FROM: Kim Cassidy, Office Administrator/Clerk of the Board  
RE: CONSENT CALENDAR (Any consent calendar item can be pulled for discussion)

**Recommendation:**

The STA Board approve the following attached consent items:

- A. STA Board Minutes of October 9, 2002
- B. Draft STA TAC Minutes for October 30, 2002
- C. Revised Projects for FY 2002/03 TFCA Program Manager Funds
- D. Local Streets and Roads Update
- E. I-80 Widening Value Analysis Report
- F. Approval of STA DBE Program
- G. Resolution for new Master Agreement with Caltrans
- H. Authorization to hire outside Legal Counsel
- I. CTP Contract Amendment with Wilbur Smith Associates for Consultant Services Related to the Route 30 Bus Service



**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes of Meeting of**  
**October 9, 2002**

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

Chair Silva called the regular meeting to order at 6:10 p.m. A quorum was confirmed.

**MEMBERS  
PRESENT:**

Jim Spering (Chair)	City of Suisun City
John Silva (Vice Chair)	County of Solano
Pierre Bidou	City of Benicia
Karin MacMillan	City of Fairfield
Marci Coglianese	City of Rio Vista
Rischa Slade	City of Vacaville
Pete Rey (Member Alternate)	City of Vallejo

**MEMBERS  
ABSENT:**

Mary Ann Courville	City of Dixon
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**STAFF  
PRESENT:**

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

**ALSO  
PRESENT:**

Yader Bermudez	Caltrans
Morrie Barr	City of Fairfield

Gary Cullen  
Gian Aggarwal  
Mark Akaba  
Pam Belchamber  
Hans Korve  
Bernice Kaylin

City of Suisun City  
City of Vacaville  
City of Vallejo  
City of Vallejo  
Korve Engineering  
League of Women Voters-  
Solano County

#### **APPROVAL OF AGENDA**

On a motion by Member Bidou, and a second by Vice Chair Spring, the STA Board unanimously approved the agenda with the addition of Agenda Item VII.J (FY 2001-02 Fourth Quarter Financial Report FY 01-02).

#### **IV. OPPORTUNITY FOR PUBLIC COMMENT** **None Provided.**

#### **V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following items:

- Planning the Future of the I-80/680/780 Corridor
- Regional Policies Debated/TIP Conformity to Lapse
- Additional Programming of 2002/03 STAF Funds
- Transpo Expo
- 5<sup>th</sup> Annual STA Awards Nominees Unveiled
- STA Host Sacramento TLC Tour
- Sponsorship of TLC Conference

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

##### **A. Planning Highways Projects Status Report**

Mike Duncan reviewed the status of Solano County Highway Projects, the I-80/680/SR12 Interchange Description, Estimated Construction Cost. He provided an update on the current status of: North Connector, I-80/680 Auxiliary Lanes, Jameson Canyon, I-80 HOV Lanes I-80 widening Vacaville to Dixon-I-80/680/780 Transit Corridor Study and the I-80/680/780 Corridor Study Segments 2-7

##### **B. Caltrans Report**

Yadir Bermudez provided a progress report for the Benicia Martinez Bridge, Carquinez Bridge and the I-80/680/780 Interchange projects.

##### **C. MTC Report:**

Vice Chair Spring provided an update on the Bay Area Bridge Toll discussion and the importance for the entire STA Board and Solano County to get engaged on the various regional policies being discussed at MTC.

## VII. CONSENT CALENDAR

On a motion by Vice Chair Spering, and a second by Member Slade, the Consent Calendar items were approved in one motion with the exception of: Agenda Item VII.E (Vacaville BAC Appointment and Bicycle Transportation Plan) which was pulled for separate discussion.

- A. Approve STA Board Minutes of July 10, 2002**  
Recommendation: Approve STA Board Minutes of July 10, 2002.
- B. Approve Draft STA TAC Minutes for September 11, 2002**  
Recommendation: Approve STA Board Minutes of September 11, 2002.
- C. Draft STA TAC Minutes for September 25, 2002**  
Recommendation: Informational
- D. Legislative Report**  
Recommendation: Informational
- F. Updated FY 2002-03 Unmet Transit Needs Response and FY 2003-04 Unmet Transit Needs Hearing**  
Recommendation: Approve the revised responses to the issues identified in the FY 2002-03 Unmet Transit Needs process and authorize submittal of the responses to MTC.
- G. FY 2002/03 Transit Consortium Work Plan**  
Recommendation: Approve the attached FY 2002/03 Transit Consortium Work Plan.
- H. AVA Program Service Authority Reauthorization**  
Recommendation: Approve the City of Benicia's request for \$9,641 for the purchase of computer equipment to support the city's AVA dedicated vehicle.
- I. Update on Napa-Solano Passenger/Freight Rail Study**  
Recommendation: Approve continued analysis of the Solano County route segments and associated trip types recommended in the prescreening analysis for the Napa Solano Passenger/Freight Rail Study.
- J. Fourth Quarter Financial Report FY 01-02**  
Recommendation: ADD.
- K. Contract Amendment – Nancy Whelan, Nancy Whelan Consulting – Transit/Finance Consulting**  
Recommendation: Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Management/Funding Consultant services for an amount not to exceed \$40,000 for a six-month period extending to June 30, 2003.
- L. Contract Amendment – Shaw & Yoder, State Advocacy**  
Recommendation: Authorize the Executive Director to sign Amendment No 4 to the contract for Lobbying Representation Services with Shaw & Yoder, Inc. for services through September 30, 2003 for an amount not to exceed \$30,000.
- M. Sponsorship of Transportation for Livable Communities Conference**  
Recommendation: Authorize the staff to plan a program, develop a budget and co-sponsor Transportation for Livable Communities Conference with the YSAQMD to be held in spring of 2003 in eastern Solano County

Chair Silva read a letter pertaining to the Pleasants Valley Road Project into the record. On a motion by Member Coglianesi, and a second by Member MacMillan Agenda Item VII.E (Vacaville BAC Appointment and Bicycle Transportation Plan) was approved.

**E. Vacaville BAC Appointment and Bicycle Transportation Plan**

Recommendation: 1) Appoint Ray Posey as the new City of Vacaville BAC member; 2) Adopt a resolution designating the Solano Countywide Bicycle Plan as the Bicycle Transportation Plan for Solano County in accordance with Section 891.2 of the Streets and Highways Code.

**VIII. ACTION ITEMS: FINANCIAL**

**A. Consultant Selection for the I-80/680/780 Corridor Study, Segments 2-7 and Summary Report**

Mike Duncan briefly reviewed the Request for Proposals process. He noted three consultant teams were interviewed by a panel representing Caltrans, Solano County, Vacaville, Vallejo and STA with the selection of Korve Engineering to complete Segments 2-7. He stated the final phase of the I-80/680/780 Corridor Study will be funded from a State Planning and Research (SP&R) grant and STP/STIP swap funds approved last fiscal year.

Recommendation: Authorize the Executive Director to negotiate a final contract cost and enter into an agreement with Korve Engineering to complete the I-80/680/780 Corridor Study, Segments 2-7 and Summary Report for an amount not to exceed \$650, 000

On a motion by Vice Chair Spring, and a second by Member Slade, the Board unanimously approved this recommendation.

**B. Consultant Selection – I-80/680/780 Transit Corridor Study**

Dan Christians briefly reviewed the Scope of Work for the I-80/680/780 Transit Corridor Study. He noted two consultant teams were interviewed by a panel representing Benicia, Fairfield, Solano County, Vallejo and STA with the selection of Wilbur Smith Associates to complete the Transit Corridor Study. He stated the I-80/680/780 Transit Corridor Study will be funded from a State PCRFP grant.

Recommendation: Authorize the Executive Director to negotiate a final contract cost and enter into an agreement with Wilbur Smith Associates to complete the I-80/680/780 Transit Corridor Study for an amount not to exceed \$250,000.

On a motion by Member Bidou, and a second by Vice Chair Spring, the Board unanimously approved this recommendation.

**C. Programming of FY 2002-03 State Transit Assistance Funds**

Mike Duncan summarized three funding requests submitted by member agencies for transit planning studies totaling \$161,000 available in STAF reserve for member agencies

transit planning studies. Daryl Halls suggested the additional \$381 be allocated to Rio Vista.

Recommendation: Approve STAF funds for transit planning studies for member agencies in the following amounts: 1) Fairfield - \$60,000; 2) Rio Vista - \$41,381; and 3) Vallejo \$60,000

On a motion by Member Slade, and a second by Member Coglianesi, the Board unanimously approved this recommendation.

**IX. ACTION ITEMS – NON-FINANCIAL**

**X. INFORMATION ITEMS: (No Discussion Necessary)**

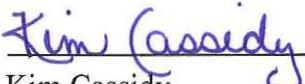
- A. Status of MTC's Regional Policies Discussion and Funding Priorities**  
Daryl Halls provided an overview of regional discussions, funding priorities and potential legislation.
- B. Local Streets and Roads Needs**  
Mike Duncan reviewed the cycle of Federal Funds and competing interests. He discussed key issues being studied to define the scope of needs for local streets and roads and reviewed the Task Forces identification of key issues and funding needed to meet these needs.
- C. TIP Conformity Update**  
Mike Duncan summarized the potential impact of the Court's temporary stay of EPA's conformity finding issued on July 23, 2002 and the resulting lack of an approved MTC budget on which to conform the TIP.  
Member Coglianesi asked about the impact to the two regional air basins and impact of Fast Track projects included in Measure E.
- D. Presentation of STA 5<sup>th</sup> Annual Awards Nominees**  
Janice Sells announced the nominees for the 5<sup>th</sup> Annual Awards ceremony by category.
- E. Route 30 Update**  
Elizabeth Richards reviewed the status of projects and meetings planned to discuss Route 30's performance, efficiency and effectiveness.
- F. Water Transit Authority Plan**  
None provided.
- G. Review Funding Opportunities**  
None provided.

**XI. BOARD MEMBER COMMENTS**

**XII. ADJOURNMENT**

The STA Board meeting was adjourned at 7:36 p.m. The next regular meeting is scheduled for 5:00 p.m. November 13, 2002, in the Benicia City Council chambers.

Respectfully submitted,

  
\_\_\_\_\_  
Kim Cassidy  
Clerk of the Board

11-13-02  
Date:



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting of**  
**October 30, 2002**

**1. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:35 p.m. in the Solano Transportation Authority Conference Room.

Present:

TAC Members Present:

Dan Schiada	City of Benicia
Ron Hurlbut	City of Fairfield
Dave Melilli	City of Rio Vista
Julie Pappa	City of Suisun City
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Paul Wiese	County of Solano

Others Present:

Morrie Barr	City of Fairfield
Charlie Beck	City of Fairfield
Kevin Daughton	City of Fairfield
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
John Harris	City of Vallejo
Gary Leach	City of Vallejo
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	STA/SNCI
Kim Cassidy	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Craig Goldblatt	MTC
Ashley Nguyen	MTC

**II. OPPORTUNITY FOR PUBLIC COMMENT**

None provided

### III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans - None

MTC - Craig Goldblatt discussed the TIP conformity lapses and MTC's approval of an existing TIP at their commission in November.

STA - Robert Guerrero provided a pictorial presentation of the Carquinez Bridge Tour

### IV. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of September 25, 2002
- B. Funding Opportunities
- C. Updated STA Meeting Schedule for 2002
- D. Revised Projects for FY 2002/03 TFCA Program Manager Funds
- E. BAC Work plan for 2003

On a motion by Ron Hurlbut, and a second by Paul Wiese, the STA TAC unanimously approved the consent calendar.

### V. ACTION ITEMS

#### A. Local Streets and Roads Update

Mike Duncan reviewed the methodology for collecting data to determine costs of local streets and roads maintenance, the process for assessing cost per square foot, pavement repair and maintenance costs for individual jurisdictions. Unit costs data is due November 1, 2002.

Recommendation: Forward a recommendation to the STA Board to approve the following Pavement Treatment Types and Unit Costs as a basis for determining unit costs to be used in Solano County Agencies' Pavement Management Systems:

<u>Pavement Treatment Type</u>	<u>Cost Per s.f.</u>
Slurry seal (assumes 5% digouts)	\$0.50
Double chip seal	\$0.70
1.5" Overlay w/fabric and edge grind	\$2.30
1.75" Overlay w/fabric and edge grind	\$2.50
2" Overlay w/fabric and edge grind	\$2.80
2.5" Overlay w/fabric and edge grind	\$3.60
4" Overlay w/fabric and edge grind	\$4.75
Reconstruction	\$16.00

On a motion by Paul Wiese, and a second by Ron Hurlbut, the STA TAC approved the recommendation.

**B. State Planning and Research Grant Submittals**

Dan Christians reviewed the status of grant submittals. He stated that the STA staff proposes to re-submit the Rio Vista Bridge Feasibility Study Project application and an application for the Highway 113 Corridor/MIS Study for 2003-04 and 2004-05 State Planning and Research funds.

Recommendation: Forward a recommendation to the STA Board to adopt a resolution authorizing the STA Executive Director to submit applications for the Rio Vista Bridge Feasibility Study and the Highway 113 Corridor/MIS Study for the 2003-04 and 2004-05 State Planning and Research Grant program cycles

On a motion by Dave Melilli, and a second by Ron Hurlbut, the STA TAC approved the recommendation.

**C. Status of Bridge Toll Discussions and Project Priorities**

Daryl Halls summarized the status of bridge toll discussions. He reviewed five projects recommended to be submitted for consideration by the STA.

They include: 1.) I-80/680/SR12 Interchange, 2.) I-80 HOV Lane between SR 12 and I-505, 3.) Express Bus Operating and Capital along the I-80 and 680 Corridors, 4.) Vallejo Baylink Ferry Operating and Capital and 5.) Commuter Rail Operating and Capital between Solano and Contra Costa Counties. He noted the Capitol Corridor JPB's is requesting funds for capital improvements as a system-wide project.

Recommendation: Forward to the STA Board a recommendation to request funding for five priority projects to be considered for future Bridge Toll funding as follows: 1) I-80/680/SR 12 Interchange, 2) I-80 HOV Lane between I-680 SR 12 and I-505 3) Regional Express Bus Operating and Infrastructure along the I-80 and 680 Corridors, 4) Vallejo Baylink Ferry Operating and Infrastructure and 5) Commuter Rail Service between Solano and Contra Costa Counties

On a motion by Ron Hurlbut, and a second by Paul Wises, the STA TAC approved the recommendation as amended.

**D. I-80 Widening Value Analysis Report**

Mike Duncan summarized the Value Analysis Report, three design alternatives and the differences of each alternative.

Recommendation: Forward a recommendation to the STA Board to communicate to Caltrans the request to expand the Value Analysis Report to include feasible alternatives that retain existing oleanders

On a motion by Dale Pfeiffer, and a second by Paul Wiese, the STA TAC approved the recommendation as amended.

## **VI. INFORMATION ITEMS**

### **A. Highway Project Status Report**

Mike Duncan provided a status update for the following projects:

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

### **B. I-80 Widening Value Analysis Report**

By consensus, this item was moved to action, Agenda Item V.D

### **C. Status of MTC's Regional Policies Discussion and Funding Priorities**

Daryl Halls reviewed various regional programs and policies that may impact Solano County's transportation projects and priorities.

### **D. TIP Conformity Status**

Mike Duncan reported that the lawsuit for TIP conformity was heard in the 9<sup>th</sup> Circuit Court on October 7, 2002. He noted MTC's development of an interim TIP that includes projects which do not have an impact on air quality and projects necessary to meet Transit Control Measures.

Craig Goldblatt, MTC, cited the exempt projects. Mike noted approval of an interim TIP is expected October 30, 2002.

### **E. Programming Schedules for Federal Cycle Funds and Regional Plans**

Mike Duncan summarized a preliminary schedule of funding and programming activities for future federal cycle funds.

### **F. Review of Overall STA Strategic Planning Program for 2002-03 and 2003-04**

Dan Christians reviewed a status report of Priority projects for 2002-03 and 2003-04 and identified specific planning efforts.

**G. Commute Profile**

Elizabeth Richards summarized county by county data compiled for the Commute Profile report.

**VII. STIA Agenda Items**

**A. County Transportation Improvement Expenditure Plan Update**

Daryl Halls summarized the STIA Board action of October 9, in which the STIA Board adopted policies regarding the functions and procedures to guide the Citizen's Oversight Committee for the CTEP and appoint the committee members. He noted the link to the STA website that describes the projects in the Plan.

**VIII. ADJOURNMENT**

The meeting was adjourned at approximately 2:37 p.m. The next meeting is scheduled for Wednesday, November 27, 2002 at 1:30 p.m.



DATE: November 13, 2002  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Revised Projects for FY 2002/03 TFCA  
Program Manager Funds

**Background:**

The Transportation for Clean Air (TFCA) is funded by a \$4.00 per vehicle surcharge on motor vehicles registered in the Bay Area, which generates approximately \$20 million per year in TFCA revenue. Forty percent of TFCA revenues are distributed through Program Managers in each of the nine Bay Area counties. On an annual basis, the STA and its member agencies submit projects for these funds and the STA Board reviews and approves project submittals. The Bay Area Air Quality Management District (BAAQMD) makes the final determination on each project based on program criteria and cost effectiveness guidelines.

This year Solano County will receive an estimated \$539,665 in new and carried over funding for FY 2002-03 TFCA Program Manager funds. In April 2002, the STA Board approved eight projects that totaled \$487,033, however, two electric charger projects totaling \$30,000 dropped out because of implementation problems and the Fairfield Traffic Signal Program project was reduced by the BAAQMD by \$50,000 (from \$150,000 to \$100,000) because of the air district's cost effectiveness criteria.

The STA Board originally approved electric charger projects totaling \$25,000 of TFCA funds for the City of Fairfield and \$15,000 for Solano Community College. After the adjustments were made as described above, a total of \$457,038 of TFCA Program Manager Funding was eventually approved for 2002/03 leaving \$82,627 in TFCA unallocated funds.

**Discussion:**

Recently, the STA received requests for additional TFCA funding from eligible project sponsors from this year's TFCA Program Manager cycle (see attachments). The City of Fairfield is requesting an additional \$2,000 (total of \$27,000 of TFCA) to complete electric vehicle charging facilities at the Fairfield Transportation Center and Solano Community College is requesting an additional \$15,000 (\$30,000 of TFCA) to construct electric vehicle charging facilities at the main campus location. The college is also requesting \$9,000 from the BAAQMD's "Charge" Program to complete the funding needs for the project. These requests were a result of higher construction costs estimated by Clean Fuel Connection, Inc. Both projects are ready to be constructed this fiscal year.

The STA has enough Program Manager funds remaining to accommodate the requests made by both agencies. If approved by the STA TAC and Board, STA staff will need to amend funding agreements already approved by the Bay Area Air Quality Management District to complete this year's TFCA Program Manager cycle. The remaining TFCA Program Manager funds will be carried over to next year's funding cycle. A call for projects will be made in February/March for the 2003/04 TFCA Program.

**Fiscal Impact:**

No impact on the STA Budget. These grants are funded entirely by a grant from the BAAQMD 40% TFCA Program Manager Funds.

**Recommendation:**

Approve the City of Fairfield's request for an additional \$2,000 for electric charging station construction at the Fairfield Transportation Center and Solano Community College's request for an additional \$15,000 for electric charging station construction at the main campus location and authorize STA staff submit an amended 2002/-03 TFCA Program Manager application to the BAAQMD to program these additional unallocated funds.

Attachment

**TFCA 2002/2003  
Program Manager Funds  
Solano County**

**Current FY 2002-03 TFCA:**

STA Admin	\$20,238
STA Route 30	\$26,800
Fairfield Electric Charger	\$25,000
Solano College Electric Charger	\$15,000
Fairfield Transit Bus Traffic Signal Prioritization	\$100,000
SNCI	<u>\$270,000</u>
Total	<b><u>\$457,038</u></b>

TFCA funds available for FY 02-03 is: **\$539,665**

(minus)\$457,038

**\$82,000** fund balance

**Proposed TFCA amendment:**

STA Admin	\$20,238
STA Route 30	\$26,800
<i>Fairfield Electric Charger</i>	<b>\$27,000</b> (formally \$25,000)
<i>Solano College Electric Charger</i>	<b>\$30,000</b> (formally \$15,000)
Fairfield Transit Bus Traffic Signal Prioritization	\$100,000
SNCI	<u>\$270,000</u>
Total	<b><u>\$482,626</u></b>

TFCA funds available for FY 02-03 is: **\$539,665**

(minus)\$482,626

**\$57,039** fund balance

**RESOLUTION 2003-08**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
TO AMEND THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT FY  
2002-03 TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUNDS**

**WHEREAS**, on April 10th, 2003 the Solano Transportation Authority approved the FY 2002-03 Program Manager application for Bay Area Air Quality Management (BAAQMD) Transportation for Clean Air (TFCA) Program; and

**WHEREAS**, the FY 2002-03 Program Manager application for Solano County included electric charger projects for Fairfield-Suisun Transit (FST) for \$25,000 and Solano Community College for \$15,000; Route 30 Shuttle Bus Service for \$30,000; an Enhanced Rideshare Program for \$270,000; and a Transit Bus Traffic Signal Prioritization Project for \$100,000; and

**WHEREAS**, the total TFCA Program Manager funds available for FY 02-03 is \$539,665 with an \$82,000 remaining fund balance after projects identified in the previous paragraph are funded; and

**WHEREAS**, FST and Solano Community College electric charger projects have requested additional TFCA funding for \$17,000 (\$2,000 for FST and \$15,000 for Solano Community College); and

**WHEREAS**, FST and Solano Community College were already approved for funding and will support air quality objectives and reduce air emissions;

**NOW, THEREFORE, BE IT RESOLVED** the Solano Transportation Authority amends the TFCA Program Manager Funds for the Fairfield Suisun Transit Electric Charging Station to \$27,000 and the Solano Community College to \$30,000.

---

John Silva  
Chair  
Solano Board of Supervisors, District 2

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 13th day of November 2002.

---

Daryl K. Halls  
Executive Director

Attested:

---

Kim Cassidy, Clerk of the Board

# PROJECT INFORMATION

A. Project Number: 02SOL02 B. Project Sponsor: Fairfield-Suisun Transit

C. Project Contact: Kevin Daughton D. Contact Phone #: (707) 428-7641

E-mail: KDAUGHTON@ci.fairfield.ca.us

E. Project Title: Electric Vehicle Charger

F. TFCA \$ Allocated: \$ 27,000 G. Total Project Cost: \$ 27,000

Other Funding:	Amount	Source
	\$ _____	_____
	_____	_____
	_____	_____

Project Description: Installation of Four inductive and four conductive electric vehicle public charging stations at the Fairfield Transportation Center.

I. Project Schedule: Start Date (mo/yr) June 2002 Final Report Due Date (mo/yr) December 2002

J. Final Report Content:  
The final report will include the Project Monitoring Form 2 for clean air vehicle projects.

K. Attach copy of cost-effectiveness worksheet. Cost-effectiveness worksheets are not needed for the following project types: RIDES Regional Rideshare Program; electric vehicle charging infrastructure; natural gas vehicle fueling infrastructure; clean air vehicle passenger cars, pick-up trucks, and vans with a GVW of 10,000 lbs. or less.

L. Comments (if any):

## PROJECT INFORMATION

A. Project Number: 02SOL03 B. Project Sponsor: Solano College

C. Project Contact: Ray Ogden D. Contact Phone #: (707) 864-7196

E-mail: rogden@solano.cc.ca.us

E. Project Title: Electric Vehicle Charger

F. TFCA \$ Allocated: \$ 30,000 G. Total Project Cost: \$ 39,000

Other Funding:	Amount	Source
	<u>\$9,000</u>	<u>BAAQMD Charge Program</u>
	<u>                    </u>	<u>                                    </u>
	<u>                    </u>	<u>                                    </u>

H. Project Description: Installation of one inductive and conductive electric vehicle public charging stations at Solano College.

I. Project Schedule: Start Date (mo/yr) June 2002 Final Report Due Date (mo/yr) December 2002

J. Final Report Content:

The final report will include the Project Monitoring Form 2 for clean air vehicle projects.

K. Attach copy of cost-effectiveness worksheet. Cost-effectiveness worksheets are not needed for the following project types: RIDES Regional Rideshare Program; electric vehicle charging infrastructure; natural gas vehicle fueling infrastructure; clean air vehicle passenger cars, pick-up trucks, and vans with a GVW of 10,000 lbs. or less.

L. Comments (if any):



DATE: November 4, 2002  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: Local Streets and Roads Update

**Background:**

The Bay Area Partnership has established a task force to develop a methodology to identify the actual capital shortfall for both local streets and roads and transit for the Bay Area. As MTC prepares for TEA-3 and the federal funds that will come to the region, the need for this data, especially for local streets and roads, is critical. The latest Regional Transportation Plan identifies 77% of all transportation funding over the next 25 years will be spent on public transit. Additionally, MTC has identified a need to fund 100% of transit capital shortfall, potentially further reducing federal funds available for road rehabilitation and maintenance.

**Discussion:**

A subcommittee of the TAC developed a methodology for collecting data to help determine the true costs of local streets and roads maintenance for Solano County. As was determined by the Partnership Task Force, the following items were included to evaluate the pavement repair/maintenance costs for individual jurisdictions:

1. Material costs
2. Labor costs to do the repair
3. Rental equipment costs related to the project
4. Pavement striping costs
5. Repair of curbs and gutters/shoulders
6. Replacement or repair of cross or longitudinal gutters at intersections
7. Staff costs
8. Project design costs
9. Construction
10. Procurement and advertising costs
11. Traffic control at the project site
12. Dust control measures
13. Erosion control measures/NPDES
14. Mobilization costs
15. Necessary incidental repairs (like manhole adjustments, loop detectors, etc)
16. Drainage catch basins (culverts, headwalls, etc., but not curb and gutter)
17. Pedestrian facilities (sidewalks, paths)
18. ADA requirements (ramps, retrofits, etc.)

## 19. NPDES and other permits

As can be seen from the above list, the actual costs for repairing and/or maintaining a roadway includes much, much more than just the material cost of asphalt or concrete. Although many of the above items are included in the cost of a pavement repair/maintenance contract, the actual cost encompass more than just the contract amount when such things as design, inspection, or other non-contract items are determined for each project.

The subcommittee collected both contract and in-house data in an effort to determine the unit cost for various types of pavement treatments currently included in the MTC Pavement Management Program (PMP). Although the MTC list 70 different types of potential treatments, less than 10 types are actually used in Solano County and efforts were concentrated on these (e.g. slurry seal, thin overlay, thick overlay, reconstruction, etc.). Contract and in-house costs were combined to determine a cost per square foot of pavement treatment.

In addition to determining pavement costs, the subcommittee also evaluated non-pavement costs that typically are funded by the same funding sources as pavement repairs (e.g., gas tax). The specific items identified by the Partnership Task Force to be included in Non-Pavement Costs include the following:

1. Traffic signals, street lights, signs and guard rail
2. Class 1 bicycle facilities
3. Retaining walls
4. Storm repair
5. Heavy equipment replacement (no pick-ups)
6. Corporation Yards (maintaining/replacing existing corporation yards only)
7. ADA Compliance\*
8. NPDES Permits and Compliance\*
9. Pedestrian Facilities/Sidewalks\*

\* Items added from the original list. Although a portion of the above items are included in the proposed unit prices as part of normal pavement contracts, a number of stand-alone projects will be required to deal with these issues.

The goal of this effort is to provide MTC with cost data that more accurately reflects what it really costs to maintain and repair existing pavements, as well as to identify costs for non-pavement items that are funded with the same funding sources, thus reducing the amount available for pavement maintenance and repair.

Data was collected from all of the Solano County cities and the county and evaluated by the subcommittee on October 29<sup>th</sup>. Eight pavement treatments were identified as most prevalent in Solano County and unit costs, using the factors identified previously, were developed for these treatments. The treatments and proposed unit costs are as follows:

<u>Pavement Treatment Type</u>	<u>Cost per s.f.</u>
Slurry seal (assumes 5% digouts)	\$0.50
Double chip seal	\$0.70
1.5" Overlay w/fabric and edge grind	\$2.30
1.75" Overlay w/fabric and edge grind	\$2.50
2" Overlay w/fabric and edge grind	\$2.80
2.5" Overlay w/fabric and edge grind	\$3.60
4" Overlay w/fabric and edge grind	\$4.75
Reconstruction	\$16.00

These costs may be used by all agencies in Solano County to update the unit costs within the agency's Pavement Management System; however, any agency may want to adjust the unit costs based upon individual programs. For example, an agency completing a very large slurry seal project annually may consistently receive exceptionally good bids due to economies of scale. That agency may want to use a smaller unit cost for slurry seal than the cost stated above.

In addition to pavement costs, the cities and county are also compiling costs for non-pavement items in the nine categories identified previously. All costs and an updated PMS with updated unit costs are to be provided to STA by November 14, 2002. STA will forward all data to MTC.

The overall goal of this effort is to provide MTC unit price data by November 1, 2002 and updated PMS systems for local agencies by December 1, 2002. MTC will use this information from each of the nine Bay Area counties to come up with the actual streets and roads needs for the Bay Area. This information will be used during discussions on how TEA-3 funds should be allocated.

**Recommendation:**

Approve the following Pavement Treatment Types and Unit Costs as a basis for determining unit costs to be used in Solano County Agencies' Pavement Management Systems.

Attachment

## Attachment A

<u>Pavement Treatment Type</u>	<u>Cost per s.f.</u>
Slurry seal (assumes 5% digouts)	\$0.50
Double chip seal	\$0.70
1.5" Overlay w/fabric and edge grind	\$2.30
1.75" Overlay w/fabric and edge grind	\$2.50
2" Overlay w/fabric and edge grind	\$2.80
2.5" Overlay w/fabric and edge grind	\$3.60
4" Overlay w/fabric and edge grind	\$4.75
Reconstruction	\$16.00



DATE: November 3, 2002  
TO: STA Board  
FROM: Mike Duncan, Director for Projects  
RE: I-80 Widening Value Analysis Report

**Background:**

The I-80 Widening Project includes widening I-80 from 6 lanes to 8 lanes from Vacaville to Dixon (i.e. closure of gap in 8-lane freeway). The widening will be from Meridian Road in Vacaville to Pedrick Road in Dixon. The work will include widening the freeway to the outside and upgrading the median and the barriers.

ITIP funding (\$7M) has been committed to take the project through the environmental process (PA&ED) and design (PS&E). Funding for construction has not been allocated.

Caltrans is currently in the environmental phase for this project. As part of this phase, a Value Analysis was performed to determine the "best" configuration of the improvements for this section of I-80.

**Discussion:**

Caltrans held a Value Analysis (VA) meeting on August 20, 2002 in Vacaville. The VA meeting included the various Caltrans functional groups plus STA, Solano County, and the cities of Dixon and Vacaville. The VA meeting enabled the local stakeholders to discuss the widening of the roadway and the median and oleander issue.

The treatment of the median is a somewhat controversial in Solano County. The City of Vacaville and Solano County want to keep the oleanders for aesthetics and safety reasons. Caltrans and the City of Dixon would prefer to remove the oleanders and construct a single concrete median barrier for maintenance and fire safety reasons.

The Value Analysis team looked at three basic Design Alternatives. All included widening to the outside and added an outside shoulder. The differences involved the inside shoulders and median as follows:

Alternate 1 – Add 10' inside shoulders and leave the oleanders

Alternate 2 – Add 10' inside shoulders, remove the oleanders, install a center median barrier

Alternate 3 - Add 10' inside shoulders, add parallel median barriers to create a "planter box" for vegetation

The VA Team, consisting of two Caltrans personnel and two engineering consultants, evaluated these designs against the following six performance criteria:

- Traffic Operations
- Preservation of Drainage Patterns
- Acceptance by Local Stakeholders
- Maintainability
- Aesthetics
- Compatibility with Future Projects

The alternatives were “scored” based upon criteria developed, in part, by representatives from Dixon, Vacaville, Solano County, and STA, as well as Caltrans representatives. Based upon an analysis of each alternative against the performance criteria and the scoring of alternatives, the VA team’s preliminary conclusion is that Alternative 2 is the most effective alternative for widening I-80 in this area. However, Caltrans did not evaluate any feasible alternative (including Design Alternative 3 stated above) that would retain the oleanders or other vegetation in the median, although representatives from the City of Vacaville, Solano County, and the STA all requested such an alternative, or alternatives, be evaluated.

Caltrans has routed draft copies of the VA report for review. Comments were due to Caltrans by November 1, 2002.

The TAC recommended STA staff communicate to Caltrans the requirement to expand the Value Analysis Report to include feasible alternatives that retain the oleanders. STA staff requested two additional alternatives, both retaining vegetation in the median for sections in the City of Vacaville and Solano County, to be evaluated as part of the Value Analysis process before the process is completed. The City of Vacaville and Solano County also provided comments on the Preliminary Report (see Attachments). The final report was scheduled to be completed before the end of 2002; however, consideration of the additional alternatives will delay the final report.

**Recommendation:**

Support the request to expand the Value Analysis Report to include feasible alternatives that retain oleanders in the median on I-80 for sections of I-80 in the City of Vacaville and Solano County.

Attachments



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

Members:

November 1, 2002

Benicia	
Dixon	Gary Gutierrez
Fairfield	Caltrans District 3 – North Region
Rio Vista	Office of Design South and Engineering Services
Solano County	2800 Gateway Oaks Drive
Suisun City	Sacramento, CA 95833
Vacaville	
Vallejo	

**RE: I-80 WIDENING VALUE ANALYSIS REPORT – Review Comments**

Dear Mr. Gutierrez:

Thank you for the opportunity to review and comment on the preliminary Value Analysis Report (September 2002) prepared for the I-80 Widening Project in Solano County. I believe you have received comments from both the City of Vacaville and Solano County.

Both Dale Pfeiffer and Charlie Jones expressed concern that an alternative (or alternatives) to include leaving the existing median oleanders in Vacaville and Solano County was not adequately addressed. In fact, Design Alternative 3 (“planter box” design) was completely left out of the analysis process without explanation. The failure of the Value Analysis to fully address a feasible alternative for keeping the existing oleanders (as was requested by representatives of Vacaville, Solano County and the Solano Transportation Authority at the August 20, 2002 meeting) seriously diminishes the value of this Preliminary Report. This omission must be corrected prior to going forward with a Final Report.

In addition to the problem cited above, the analyses that were completed were difficult to compare because of differing methods of computing costs. On Page 1 of each analysis, the Original Concept is identical for each of the six alternatives that were evaluated; however, the Initial Cost and PV of Subsequent Cost were different for all but two alternatives (2.0 and 3.2). Even if the analyses were intended to show the differences in costs (the Delta), a consistent cost for the Original Concept would have helped with understanding and evaluating the true magnitude of each alternative and with evaluating the report.

On Page 4.1 of the report is the following statement: “The VA team selected two VA sets for this project. Both of the sets offer the potential to gain consensus on the median landscaping issue.” I disagree that either of the VA sets could “gain consensus” because VA Set No. 1 eliminates median vegetation for all alternatives and VA Set 2 was analyzed to make it economically infeasible. In order to possibly gain consensus on the median landscaping issue, further analysis is required.

Feasible alternatives to include median oleanders must be addressed before this Value Analysis can be finalized. The following two alternatives are proposed for analysis:

November 1, 2002  
Gary Gutierrez  
Caltrans District 3 – North Region  
Page 2 of 2

Added Alternative 1. Implement Design Alternative 3 using the portion of SHOPP funding between PM 30.8 and 40.7 to construct permanent dual, parallel median barriers throughout the Vacaville and Solano County sections, and to construct a single permanent median barrier for the 3-mile Dixon section with a gawk screen treatment. The Long Life Pavement (LLP) project occurs as part of this project.

Added Alternative 2. Implement a variation (see below) of Design Alternative 3 using the portion of SHOPP funding between PM 30.8 and 40.7 to construct permanent dual, parallel median barriers throughout the Vacaville and Solano County sections, and to construct a single permanent median barrier for the 3-mile Dixon section with a gawk screen treatment. The Long Life Pavement (LLP) project occurs as part of this project.

The variation to Design Alternative 3 will include 3.0 m interior shoulders sloping toward the median barriers at 1%-2% and draining through the barriers for improved storm water quality. The existing oleanders are not removed; instead, because of the existing cross section, the planter area is “sunken” approximately 8.5” below the inside shoulder and the existing oleanders remain. The permanent dual, parallel median barriers would be constructed approximately 9” higher than typical to account for the sunken planter. Attached is a sketch of the proposed cross section for Added Alternate 2.

Both of the proposed added alternatives include median vegetation requested by both Vacaville and Solano County and removes the median vegetation within the City of Dixon. However, both proposed added alternatives also improve the quality of storm water runoff by providing vegetated median areas (considerably for Added Alternative 2 since the inside shoulder would also drain to the median). Design Alternative 2, used in most of the analyses in the Preliminary Value Analysis Report, degrades storm water quality by eliminating all median vegetation or requires additional “treatment” (swales, detention basins) to get the same quality as the alternatives proposed above.

I cannot concur with the Value Analysis Report as submitted. Please complete the Value Analysis process by evaluating the two alternatives proposed above and resubmit a Preliminary Report for review by all stakeholders.

Please contact me at 707.424.6075 if you have any questions.

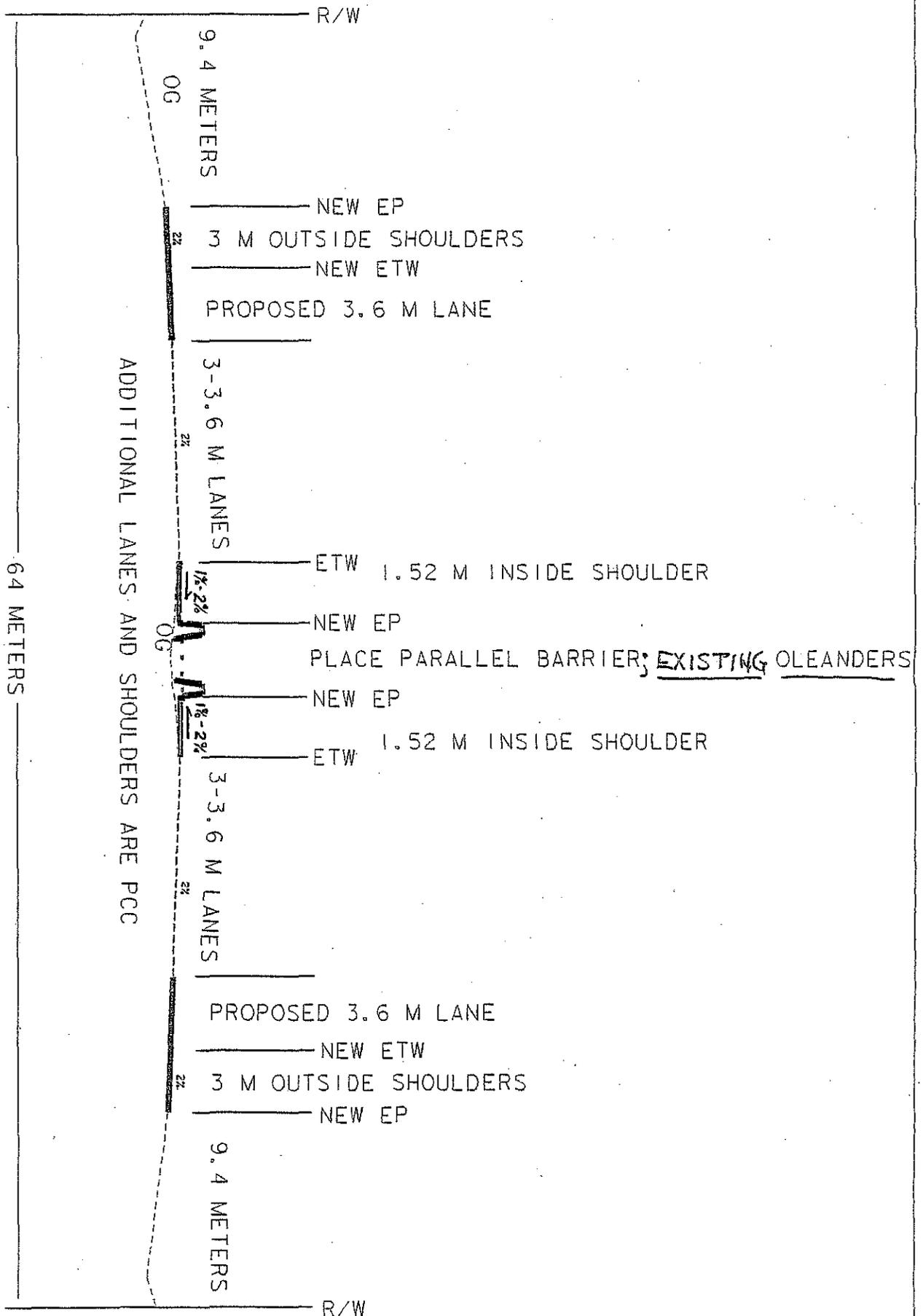
Sincerely,



William M. Duncan, P.E.  
Director for Projects

Attachment

cc: Warren Salmons, City of Dixon  
Charlie Jones, Solano County  
Dale Pfeiffer, City of Vacaville  
Lenka Culik-Caro, Caltrans District 4  
Katie Yim, Caltrans District 4



ADDITIONAL LANES AND SHOULDERS ARE PCC

64 METERS

PROPOSED TYPICAL CROSS SECTION  
 ALTERNATIVE 3 PROJECT SCOPE  
 " VARIATION 1 "  
 (NOT TO SCALE)

**SOLANO COUNTY  
TRANSPORTATION DEPARTMENT**

333 Sunset Avenue, Suite 230  
Suisun City, California 94585



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

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

October 25, 2002

OCT 29 2002

Gary Gutierrez  
Caltrans District 3 - North Region  
Office of Design South and Engineering Services  
2800 Gateway Oaks Drive  
Sacramento, CA 95833

Re: I-80 Widening Value Analysis Report

Dear Mr. Gutierrez:

Thank you for sending this department a copy of the preliminary Value Analysis Report for the I-80 Widening Project in Solano County, dated September, 2002. Solano County has the following comments.

1. In a number of locations in the report, it is mentioned that the City of Vacaville is opposed to the removal of oleanders in the freeway median. In all such cases, it should be added that Solano County is also opposed to the removal of oleanders.
2. In a number of locations, it is suggested that oleanders could be removed within the boundaries of the Dixon Fire District. The boundaries of this district include large portions of unincorporated Solano County. The County would therefore be opposed to such a policy.
3. It is suggested in several places in the report that the installation of landscaping along the outside of the freeway could be used as mitigation for the removal of oleanders in the median. The County is of the opinion that one of the main benefits of median oleanders is to screen traffic traveling in one direction from the flow of vehicles traveling in the opposite direction. Landscaping on the outside of the freeway would do nothing in this regard.
4. The report suggests that there are several options for combining other projects with Alternative 2, thereby providing substantial cost savings. It appears that these other projects may also be combined with other alternatives, such as Alternative 3, thereby providing similar cost savings. This should be addressed.

Throughout this value analysis process, it was clear that Caltrans strongly preferred alternatives that eliminated median oleanders because of the increased ease of maintenance. The Caltrans value analysis report reflects that preference. While sympathetic to Caltrans' desire to enhance maintenance efficiency, Solano County believes that the primary goal of the value analysis process should be to provide an efficient, safe and aesthetically pleasing freeway, even if such a product involves increased maintenance costs. Therefore, the County strongly prefers the consideration of alternatives which preserve median landscaping.

Thank you for considering Solano County's input. Feel free to call Paul Wiese of my staff at (707) 421-6072 if you have any questions.

Sincerely,



Charlie A. Jones Jr.  
Director of Transportation

- c. Dale Pfeiffer, Vacaville Public Works
- Ron Tribbett, Dixon Public Works
- Mike Duncan, STA

02235.doc

COUNCIL MEMBERS  
 DAVID A. FLEMING, Mayor  
 LEN AUGUSTINE, Vice Mayor  
 PAULINE CLANCY  
 RISCHA SLADE  
 ROB WOOD



OCT 29 2002

# CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

October 28, 2002

Department of Public Works

Gary Gutierrez  
 Caltrans District 3 -- North Region  
 Office of Design South and Engineering Services  
 2800 Gateway Oaks Drive  
 Sacramento, CA 95833

**SUBJECT: I-80 WIDENING VALUE ANALYSIS REPORT**

Dear Mr. Gutierrez:

Thank you for providing us the opportunity to review the preliminary Value Analysis Report (September 2002), prepared by Value Management for Strategies, Inc., for the I-80 Widening Project in Solano County. I also appreciate the opportunity to attend two of the meetings sponsored by Caltrans on this project. I'd like to give you my comments.

As my staff members and I indicated during these meetings of August 2002, the City of Vacaville is adamant about maintaining the existing oleanders in the median. In fact, on August 13, 2002, the Vacaville City Council took official action adopting policies and standards for landscaping, overcrossing design features, and signage along the I-80 and I-505 corridors. Specifically, the Landscaping Element for medians is as follows:

**6. Freeway Median Plantings** – The rows of Oleanders in the median dividing I-80 are a very attractive and desirable feature from both an aesthetic and safety perspective. These colorful plants are often the only softening feature in a strip of hard surface over 100 feet wide. They also serve a very practical purpose by blocking headlight glare from oncoming vehicles and eliminating distracting views (such as accidents) from the opposite lanes. The freeway environment would be very negatively impacted if this important asset is not preserved. Caltrans has, unfortunately, given some indication of its desire to ultimately remove these median plantings.

❖ **It is the policy of the City that these median plants of Oleanders should be maintained and enhanced. The City strongly encourages Caltrans to take the following steps:**

- **Maintain the Oleander rows in the I-80 median.**
- **Replace the plants lost to fire, accidents or other factors.**

DEPARTMENTS: Area Code (707)

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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- **Replace any plants lost as part of construction projects (a proposed bridge replacement project on I-80 at Ulatis Creek will remove the existing Oleanders for traffic diversion).**
- **Consider expanding the Oleander plantings to include the I-505 median.**
- **If Caltrans decides to remove or not replace any of the Oleander plantings, over the City's opposition, Caltrans should provide a replacement landscaping area of comparable or greater benefit than the plantings that are removed, that is consistent with the Design Master Plan. (This would apply only if the widening of I-80 were to occur in the middle vs. the outside - DP.)**

These objectives also could be achieved with Alternative #1 by adding K-rail on both sides of the existing median. Also acceptable is Alternative #3 which would add dual parallel median barriers to create a "planter box" effect, which will allow the Oleander to remain within the median. Our strong preference is to leave the Oleanders in the median, protected by K-rail on both sides.

The report also suggests installing landscaping along the outside of the freeway to mitigate the removal of Oleanders from the median. We believe a major benefit of the median Oleanders is to provide screening from "head light glare" from opposing traffic as well as greatly reducing "gawkers" slowing traffic when an accident is in the opposing direction. And very important to this community is that the Oleanders enhance aesthetics. The concrete median considered in Alternative 2 will not provide these benefits.

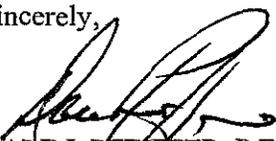
Also, in Alternative #1, the report states that 50% of the 10 mile stretch would have the landscaping removed because of Dixon's preference. Dixon has 3 miles, or 30%, and the County and Vacaville comprise the remainder and would suggest that this percentage be used when developing the scope and analyzing the alternatives.

As for the VA, quite honestly, I find it hard to follow the calculations which were the determining factors for your analysis. Also, it seems a bit biased for the evaluating team, primarily comprised of Caltrans engineers and maintenance personnel, developing scores for subjective criteria such as acceptance by local stakeholders, aesthetics, and even traffic operations. An example of this bias could be reflected in the report under Performance Measures, 1.2, page 5 of 11, Aesthetics, where the comment: "Replaces median planting with four times as much landscaping!" uses an exclamation mark that seems to lack the objectivity that you are trying to accomplish in this VA..

In conclusion, aside from the City of Dixon, the City of Vacaville, along with Solano County and I believe the Solano Transportation Authority, oppose the removal of landscaping in the median along any stretch of I-80 in Solano County, including the limits of the project. Again, I appreciate the process, but inherently it makes economic and aesthetic sense to leave in the Oleanders with K-rail on both sides and widen the additional lanes on the outside.

Feel free to contact me at 707-449-5170 if you have any questions.

Sincerely,

  
DALE I. PFEIFFER, P.E.  
Director of Public Works



DATE: November 6, 2002  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: Approval of STA DBE Program

**Background:**

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

**Discussion:**

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

Based upon the two-step process, STA Staff determined the DBE Goal for FFY 2002/03 should be 6.3% (see attachment).

The STA Board authorized formal advertisement of the program in July 2002 and in late August 2002, a draft DBE annual program was approved by Caltrans. The DBE program was published on September 9, with the review period ending on October 8, and the comment period ending on October 23. Copies of the DBE program were also distributed to all the public libraries in Solano County. During the review and comment period, the public made no comments to the STA regarding the DBE program. Therefore, no adjustment to the goal was made and staff is requesting that the STA Board formally adopt the DBE Goal of 6.3% for FFY 2002/03. The STA DBE Program and Goal will then be sent to Caltrans for final approval.

**Fiscal Impact:**

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

**Recommendation:**

Formally adopt the STA DBE Program and DBE Goal of 6.3% for the STA for Federal Fiscal Year 2002/03 and authorize the Executive Director to forward the program to Caltrans for final approval.

Attachment

## GOAL SETTING METHODOLOGY

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

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

### Step One Process: Census Bureau Data and DBE Directory

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

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

The second stage is to determine which categories of work the STA will be contracting out with federal funds. There are two projects the STA plans to contract out with federal funds: 1) the I-80/680/780 Corridor Study (Segments 2-7), and 2) the Solano County Multimodal Traffic Model. These two projects were broken down according to their activities, and then matched with their respective Work Category Codes (WCC) used to identify DBE firms in the Caltrans DBE database. Once the WCCs were identified, they were then matched up to the appropriate Census 2000 County Business Pattern NAICS code.

WCC	WCC Description	NAICS	NAICS Description
C8700	Consultant	541690	Other Scientific & Technical Consulting Services
C8703	Traffic Engineer	541330	Engineering Services
C8712	Public Relations	541820	Public Relations Agencies
C8720	Civil Engineering	541330	Engineering Services
J9510	Environmental Quality	541620	Environmental Consulting Services

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

Type of Activity	Ratio of DBE/Total
Consultant - WCC C8700 / NAICS 541690	33.6%
Traffic & Civil Engineering - WCC C8703 & C8720 / NAICS 541330	2.9%
Public Relations - WCC C8712 / NAICS 541820	9.1%
Environmental Quality - WCC J9510 / NAICS 541620	9.8%

The next step was to weight each work category as a percentage of the total amount of federal funds to be contracted out during this federal fiscal year. Weighting each category will assist in providing a more accurate Step One Base Figure.

Type of Activity	Weight
Consultant - WCC C8700 / NAICS 541690	7%
Traffic & Civil Engineering - WCC C8703 & C8720 / NAICS 541330	73%
Public Relations - WCC C8712 / NAICS 541820	11%
Environmental Quality - WCC J9510 / NAICS 541620	9%

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

$$\begin{aligned}
 \text{Step One Base Figure} &= \\
 &= [ \underset{\text{Consultant}}{(.336 * .07)} + \underset{\text{Traffic \& Civil}}{(.029 * .73)} + \underset{\text{Public Relations}}{(.091 * .11)} + \underset{\text{Env. Quality}}{(.098 * .09)} ] * 100 \\
 &= [ (.024) + (.021) + (.010) + (.009) ] * 100 \\
 &= 6.3\%
 \end{aligned}$$

**The Step One Base Figure, weighted by type of work to be performed, is 6.3%.**

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

The purpose of the Step Two analyses is to determine if an upward or downward adjustment to the base goal is justified based on relevant evidence available to the STA. An analysis of DBE participation on the STA's FY 2001/02 projects was conducted to determine if an adjustment to the Step One percentage was necessary. The review showed that the STA did not award a federal grant project during the 2001/02 FY. Therefore, no adjustments were made due to the lack of past DBE participation in FY 2001/02.

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

**The Step Two DBE goal, without adjustment, remains at 6.3%.**

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

In order to meet the annual DBE goals in the past and because the STA sponsors only a handful of federally funded projects in a given year, a DBE component has been included for every project using federal funds. Since the STA plans to contract only two projects with federal funds in FY 2002/03, the most effective way to achieve this year's DBE goal is through race-conscious measures. Therefore the annual DBE goal is 6.3%, and will be exclusively race-conscious. (If the STA is successful in exceeding this year's goal, the difference between goal and achievement will be taken into consideration in next year's calculation for the DBE Race-Neutral / Race-Conscious Split.)

### **Conclusions:**

**The annual DBE goal for FY 2002/03 is 6.3%, and will be exclusively race-conscious.**



DATE: November 7, 2002  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Resolution for new Master Agreement with Caltrans

**Background:**

Caltrans is requiring STA to have a new Master Agreement in order to receive State Transportation Improvement Funds (STIP) and execute related supplemental agreements.

**Discussion:**

A new Master Agreement with Caltrans has been prepared (see attached).

**Recommendation:**

Adopt the attached agreement approving a new Master Agreement with Caltrans.

**RESOLUTION 2003-09**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY APPROVING  
A MASTER AGREEMENT WITH CALTRANS**

**WHEREAS**, the Solano Transportation Authority (STA) is eligible to receive Federal and/or State funding for certain transportation Projects, through the California Department of Transportation; and

**WHEREAS**, Master Agreements, Program Supplements, Fund Exchange Agreements and/or Fund Transfer Agreements need to be executed with the California Department of Transportation before such funds could be claimed; and

**WHEREAS**, the STA Board wishes to delegate authorization to execute these agreements and any amendments thereto to the Executive Director who is authorized to execute all Master Agreements, Program Supplements, Fund Exchange Agreements and/or Fund Transfer Agreements and any amendments thereto with the California Department of Transportation.

**NOW THEREFORE BE IT RESOLVED** that the STA Board hereby authorizes the Executive Director to execute the attached agreement entitled “ Master Agreement Administering Agency – State Agreement for State Funded Projects”, effective October 29, 2002.

John Silva  
Chair  
Solano Board of Supervisors, District 2

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 13th day of November 2002.

\_\_\_\_\_  
Daryl K. Halls  
Executive Director

Attested:

\_\_\_\_\_  
Kim Cassidy, Clerk of the Board

**MASTER AGREEMENT**  
**ADMINISTERING AGENCY - STATE AGREEMENT**  
**FOR**  
**STATE FUNDED PROJECTS**

District 04

Agreement No. 000783

**Solano Transportation Authority**

Administering Agency

29<sup>th</sup> October

THIS AGREEMENT, made effective this day of , 2002, is by and between the Solano Transportation Authority, hereinafter referred to as 'ADMINISTERING AGENCY,' and the State of California, acting by and through its Department of Transportation, hereinafter referred to as 'STATE.'

WITNESSETH

WHEREAS, the Legislature of the State of California has enacted legislation by which certain State funds are made available for use on local transportation facilities; and

WHEREAS, ADMINISTERING AGENCY has applied to the California Transportation Commission (CTC) and/or STATE for funding from the STATE Transportation Improvement Program (STIP), or other programs, as defined in the *Local Assistance Program Guidelines* for use on local transportation facilities as local administered PROJECT(s), hereinafter referred to as "PROJECT"; and

WHEREAS, said PROJECT will not receive any federal funds; and

WHEREAS, STATE is willing to enter into an AGREEMENT with ADMINISTERING AGENCY to delineate those certain obligations placed upon ADMINISTERING AGENCY relative to the use of said State funding and the prosecution of said PROJECT by ADMINISTERING AGENCY.

NOW, THEREFORE, the parties agree as follows:

ARTICLE I - PROJECT ADMINISTRATION

1. This AGREEMENT shall have no force or effect with respect to any programmed project unless and until a PROJECT-specific program supplement, adopting all of the terms and conditions of this AGREEMENT, hereinafter referred to as "PROGRAM SUPPLEMENT," has been fully executed by the parties.
2. A Financial commitment of state funds will occur only following the execution of this AGREEMENT together with the subsequent execution of each applicable PROGRAM SUPPLEMENT.
3. ADMINISTERING AGENCY further agrees, as a condition to the release and payment of State funds encumbered to the PROJECT described in the PROGRAM SUPPLEMENT, to comply with the terms of this AGREEMENT and all of the agreed-upon Special Covenants and

conditions attached to or made a part of the PROGRAM SUPPLEMENT, identifying and defining the nature of that specific PROJECT.

4. The PROGRAM SUPPLEMENT shall designate the ADMINISTERING AGENCY responsible for implementing the various phases of the PROJECT, the State funding program, and the matching funds to be provided by ADMINISTERING AGENCY and/or others. Adoption and execution of the PROGRAM SUPPLEMENT by ADMINISTERING AGENCY and STATE, incorporating the terms and conditions of this AGREEMENT into the PROGRAM SUPPLEMENT as though fully set forth therein, shall be sufficient to bind the ADMINISTERING AGENCY to these terms and conditions when performing the PROJECT. Unless otherwise expressly delegated in a resolution by the ADMINISTERING AGENCY'S governing body and concurred in by STATE, the PROGRAM SUPPLEMENT shall be managed by the ADMINISTERING AGENCY's governing body.

5. PROJECT shall be acquired, designed, and constructed (a) as required in the *Local Assistance Program Guidelines*, (b) such other STATE procedures as are identified in the PROGRAM SUPPLEMENT, and (c) as is specified in this AGREEMENT.

6. Unless otherwise provided in the PROGRAM SUPPLEMENT, the ADMINISTERING AGENCY shall advertise, award, and administer the PROJECT construction contract or contracts.

7. The estimated cost and scope of PROJECT will be as described in the PROGRAM SUPPLEMENT and STATE funding participation is limited to the amounts established by STATE. A contract awarded by ADMINISTERING AGENCY for an amount in excess of said approved estimate may exceed said PROGRAM SUPPLEMENT cost estimate provided (a) ADMINISTERING AGENCY provides the necessary additional funding or (b) a PROJECT cost increase in State funding is first requested by ADMINISTERING AGENCY and is approved by STATE in the form of an amended PROGRAM SUPPLEMENT or a STATE approved encumbrance document adding (or deleting) PROJECT funds.

8. Subsequent to the inclusion of the PROJECT in a plan or program approved by STATE and the ADMINISTERING AGENCY entering into this AGREEMENT and the PROGRAM SUPPLEMENT, the ADMINISTERING AGENCY may request and receive payment for eligible work as follows:

(a) STATE will reimburse the STATE's share of eligible participating PROJECT costs monthly in arrears upon ADMINISTERING AGENCY's submittal of signed acceptable monthly progress pay invoices (in duplicate) for expenditures actually made by ADMINISTERING AGENCY.

(b) If PROJECT involves work on the STATE highway system, that PROJECT shall also be the subject of separate standard forms of STATE encroachment permits issued to ADMINISTERING AGENCY and any contractors and, where appropriate, an executed cooperative agreement between STATE and ADMINISTERING AGENCY to determine how PROJECT is to be acquired, designed, or constructed and to establish ownership and future maintenance obligations.

(c) State funds will not participate in any portion of PROJECT work performed in advance of either the effective date of the executed PROGRAM SUPPLEMENT for said PROJECT or the effective date of this AGREEMENT.

9. The total of all ADMINISTERING AGENCY invoices (submitted monthly or quarterly in arrears) for reimbursement of participating PROJECT costs, including all required ADMINISTERING AGENCY matching funds, must not exceed the actual total allowable PROJECT costs, including, but not limited to, all completed preliminary engineering work, right of way acquisition, design and construction included within the PROJECT description contained in the PROGRAM SUPPLEMENT.

10. Invoices shall be submitted on ADMINISTERING AGENCY letterhead and shall reference (a) this AGREEMENT number, (b) the PROJECT title and number, (c) the progress billing number for the PROJECT, and (d) shall be formatted and costs reported in accordance with the current version of Chapter 5, "Accounting/Invoices," of the *Local Assistance Procedures Manual* published by STATE.

11. STATE programmed amounts may be increased to cover PROJECT cost increases only (a) if such funds are available, (b) STATE concurs with that proposed increase, and (c) STATE executes an amending PROGRAM SUPPLEMENT or a STATE approved encumbrance document encumbering those funds.

12. When additional State funds are not available, the ADMINISTERING AGENCY agrees that the payment of State funds will be limited to the amounts already approved in the PROGRAM SUPPLEMENT and all STATE approved encumbrance documents and that any increases in PROJECT costs must be defrayed with ADMINISTERING AGENCY funds.

13. The legislature of the State of California and the Governor of the State of California, each within their respective jurisdictions, have prescribed certain employment practices with respect to contract and other work financed with State funds. ADMINISTERING AGENCY shall ensure that work performed under this AGREEMENT is done in conformance with the rules and regulations embodying such requirements where they are applicable.

14. ADMINISTERING AGENCY and its subcontractors shall establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support reimbursement payment vouchers or invoices which segregate and accumulate costs of PROJECT work elements and produce monthly reports which clearly identify reimbursable costs, matching costs, and other expenditures by ADMINISTERING AGENCY.

15. ADMINISTERING AGENCY and all subcontractors shall comply with the Uniform Administrative Requirements for State and Local Governments set forth in the Code of Federal Regulations (CFR), Title 49, Part 18. In addition, the ADMINISTERING AGENCY agrees to comply with the cost principles and procedures set forth in Office of Management and Budget Circular A-87. The ADMINISTERING AGENCY agrees that a reference to either Office of Management and Budget (OMB) Circular A-87 or the Code of Federal Regulations, Title 48, Chapter 1, Part 31, whichever is applicable and the code of Federal Regulations, Title 49, Part 18, will be included in any subcontracts entered into as a result of this AGREEMENT.

16. After completion of all work under this AGREEMENT, and after all PROJECT costs are known, ADMINISTERING AGENCY shall contract for a financial audit of PROJECT costs if those costs are in excess of \$300,000. This Audit, to be accomplished at the ADMINISTERING AGENCY's expense, may be done on an individual PROJECT basis, or PROJECT may be included in the ADMINISTERING AGENCY's annual Single Audit. If an individual audit of PROJECT is done, the auditor must prepare a Final Audit Report. If ADMINISTERING AGENCY chooses the Single Audit option, an audit report is required for the State funding share. This report should be prepared in accordance with the guidelines set forth in OMB Circular A-133. Compliance testing performed for this audit should determine whether the ADMINISTERING AGENCY has a system that is adequate to accumulate and segregate reasonable, allowable and allocable costs to assure that:

(a) Reimbursement claims submitted to STATE for the PROJECT are supported by payment vouchers and canceled checks.

(b) Charges for the various categories of eligible PROJECT costs incurred by the ADMINISTERING AGENCY are fully supported and recorded in the ADMINISTERING AGENCY's accounting records in accordance with generally accepted accounting principles.

(c) The ADMINISTERING AGENCY complied with CFR 49 Part 18, Uniform Administrative Requirements for State and Local Governments and OMB A-87, Cost Principles for State and Local Governments. Any instances of noncompliance or costs determined ineligible in accordance with these regulations but claimed for reimbursement should be identified and set forth in the auditor's report.

17. The "State Report of Expenditures" must be completed by ADMINISTERING AGENCY within one hundred eighty (180) days of PROJECT completion in the format described for State funded projects in Chapter 17, "Project Completion" of the *Local Assistance Procedures Manual*. The Final Invoice must be submitted with the "State Report of Expenditures". The Audit must be completed by the December 30th following the fiscal year of PROJECT completion. Project completion is defined as when all work identified in the approved PROJECT Application and PROGRAM SUPPLEMENT has been completed and final costs are known. The report documents (State Report of Expenditures and Final Audit Report) will be sent to the appropriate STATE office. Failure to comply with these reporting requirements may result in the withholding of future allocations for other projects.

18. STATE reserves the right to conduct technical and financial audits if it is determined to be necessary. After any financial audit, ADMINISTERING AGENCY shall promptly refund any excess State funds erroneously reimbursed to ADMINISTERING AGENCY.

19. Should ADMINISTERING AGENCY fail to refund all moneys due STATE as provided hereunder or should ADMINISTERING AGENCY breach this AGREEMENT by failing to complete PROJECT, then, within thirty (30) days of STATE's demand, or within such other period as may be agreed to in writing between the parties hereto, STATE, acting through the State Controller, the State Treasurer, the California Transportation Commission (CTC), or any other public agency, may withhold or demand a transfer of an amount equal to the PROJECT

amount paid by STATE from future apportionments or any other funds due ADMINISTERING AGENCY from the Highway Users Tax Fund or any other funds and/or may withhold approval of future ADMINISTERING AGENCY projects.

20. Should ADMINISTERING AGENCY be constituted as a joint powers authority, a special district, or any other public entity not directly receiving funds through the State Controller and ADMINISTERING AGENCY is declared by STATE to be in breach of this AGREEMENT or otherwise in default, STATE is authorized to obtain reimbursement from whatever sources of funding are available, including the withholding or transfer of funds, pursuant to Article I-19, from any or all, joint and several, of those constituent entities comprising the joint powers authority or by the bringing of an action against ADMINISTERING AGENCY and its constituent member entities to recover all funds provided by STATE hereunder. The ADMINISTERING AGENCY acknowledges that the signatory party represents the ADMINISTERING AGENCY and further warrants that there is nothing within the Joint Powers Agreement itself that would restrict or otherwise limit STATE's ability to recover state funds improperly spent by the ADMINISTERING AGENCY in contravention of the terms of this AGREEMENT.

21. When PROJECT is not on the STATE highway system, but includes work to be performed by a railroad, the contract for such work shall be prepared and administered by ADMINISTERING AGENCY or by STATE, as the parties may hereafter agree. In either event, ADMINISTERING AGENCY shall enter into an agreement with the railroad providing for future maintenance of protective devices or other facilities installed or constructed under that contract.

## ARTICLE II - ENGINEERING

1. "Project Development Costs" includes all preliminary work directly related to the PROJECT up to contract award for construction, including, but not limited to, environmental studies, preliminary surveys and reports, laboratory work, soil investigation, preparation of plans, specifications and estimates, advertising for bids, awarding contract, as well as project development contract administration.

2. "Construction Engineering" eligible costs include actual inspection and supervision of PROJECT construction work, construction staking, laboratory and field testing, preparation and processing of field reports, and records, estimates, final reports, and allowable expenses of employees/consultants engaged in such activities.

3. Unless the parties shall otherwise agree in writing, ADMINISTERING AGENCY's employees or its subcontractor engineering consultant shall be responsible for all PROJECT engineering work. When construction engineering is performed by STATE, charges by STATE invoiced to ADMINISTERING AGENCY shall include an assessment on direct labor costs in accordance with Section 8755.1 of the State Administrative Manual. Any portions of STATE charges not contractually absorbed by STATE shall be paid from PROJECT or other funds administered by ADMINISTERING AGENCY.

4. Costs incurred by ADMINISTERING AGENCY in the period prior to the effective date of this AGREEMENT or prior to a later date specified in a PROGRAM SUPPLEMENT or after termination date for PROJECT described in the PROGRAM SUPPLEMENT or this AGREEMENT are not allowable by STATE as reimbursable or matching costs.

### ARTICLE III - RIGHT-OF-WAY

1. All related rights-of-way necessary for the construction of PROJECT shall be acquired by ADMINISTERING AGENCY, and no contract for construction of PROJECT or any portion thereof shall be advertised until those necessary rights-of-way have been secured.

2. The furnishing of rights-of-way as provided for herein includes, and is limited to, the following, unless the PROGRAM SUPPLEMENT provides otherwise:

(a) expenditures to purchase all real property required for PROJECT free and clear of liens, conflicting easements, obstructions and encumbrances, after crediting PROJECT with the fair market value of any excess property retained and not disposed of by ADMINISTERING AGENCY.

(b) the payment of damages to real property not actually taken but injuriously affected by the proposed improvement.

(c) the cost of relocating owners and occupants pursuant to Government Code Sections 7260-7277.

(d) the cost of demolition and sales of all improvements on the right-of-way after credit for sale proceeds.

(e) the cost of all unavoidable utility relocation, protection or removal.

(f) the cost of all necessary hazardous material and hazardous waste treatment, encapsulation or removal and protective storage for which ADMINISTERING AGENCY is not responsible and where the actual generator cannot be identified and recovery made.

3. Should ADMINISTERING AGENCY, in acquiring right-of-way for PROJECT, displace an individual, family, business, farm operation or nonprofit organization, the ADMINISTERING AGENCY shall provide relocation payments and services as required by California Government Code Sections 7260-7277.

4. State funds will not participate in any PROJECT costs arising out of delays to construction or a demolition contractor's orderly prosecution of the PROJECT work because utilities have not been timely removed or relocated or due to the unavailability of rights-of-way.

5. If any protection, relocation or removal of utilities is required within STATE's right-of-way, such work shall only be performed in accordance with then current STATE policies and procedures. ADMINISTERING AGENCY shall require any utility company performing relocation work in the STATE's right-of-way to obtain a STATE Encroachment Permit prior to the performance of said relocation work. Any relocated utilities shall be correctly located and identified on the PROJECT as-built plans.

## ARTICLE IV - MISCELLANEOUS PROVISIONS

1. The cost of security, protection, or maintenance performed by ADMINISTERING AGENCY or contractor forces during any temporary suspension of the work or at any other time may not be charged to the PROJECT.
2. Neither STATE nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority, or jurisdiction delegated to ADMINISTERING AGENCY under this AGREEMENT. It is also understood and agreed that, pursuant to Government Code Section 895.4, ADMINISTERING AGENCY shall fully defend, indemnify and hold STATE, its officers and employees harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority, or jurisdiction delegated to ADMINISTERING AGENCY under this AGREEMENT.
3. Neither ADMINISTERING AGENCY nor any officer or employee thereof, shall be responsible for any damage or liability occurring by reasons of anything done or omitted to be done by STATE under or in connection with any work, authority, or jurisdiction delegated to STATE under this AGREEMENT. It is also understood and agreed that pursuant to Government Code Section 895.4, STATE shall fully defend, indemnify and hold ADMINISTERING AGENCY harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority, or jurisdiction delegated to STATE under this AGREEMENT.
4. Auditors of state shall be given access to books and records of ADMINISTERING AGENCY and its consultants, contractors and subcontractors for the purpose of verifying PROJECT costs and STATE's share to be paid or credited to ADMINISTERING AGENCY for matching funds. ADMINISTERING AGENCY shall include clauses in its contracts for PROJECT obligating consultants, contractors and subcontractors to conform and cooperate in any audit of their PROJECT costs including providing copies of all requested documents and financial records.
5. ADMINISTERING AGENCY will maintain and operate the PROJECT property acquired, developed, rehabilitated, or restored for its intended public use as proposed in those documents supplied by ADMINISTERING AGENCY as part of PROJECT funding applications and as described in this AGREEMENT until such time as the parties might amend this AGREEMENT to otherwise provide. With the approval of STATE, ADMINISTERING AGENCY or its successors in interest in the property may transfer this obligation and responsibility to maintain and operate the PROJECT property to another public entity.

6. Upon ADMINISTERING AGENCY acceptance of the completed PROJECT construction contract or upon the construction contractor being relieved of the responsibility for maintaining and protecting any portion of the work, the ADMINISTERING AGENCY having jurisdiction over the PROJECT shall maintain, repair and restore any damaged portions of the completed work in a manner satisfactory to the authorized representatives of STATE. If, within ninety (90) days after receipt of notice from STATE that a PROJECT, or any portion thereof, under ADMINISTERING AGENCY's jurisdiction is not being properly operated, maintained, repaired or restored and ADMINISTERING AGENCY has not satisfactorily remedied the conditions complained of, the approval of future projects of ADMINISTERING AGENCY will be withheld until the PROJECT shall have been put in a condition satisfactory to STATE. The provisions of this section shall not apply to a PROJECT which has been vacated, as preapproved by STATE, through due process of law.

7. The ADMINISTERING AGENCY obligation to maintain, referred to in paragraph 6 above, includes not only the physical condition of the PROJECT but its continued operation as well. PROJECT shall be maintained by an adequate and well-trained staff of engineers and/or such other professionals and technicians as the PROJECT requires. Said maintenance staff may be employees of ADMINISTERING AGENCY, another unit of government, or a contractor under an agreement with ADMINISTERING AGENCY. All maintenance will be performed at regular intervals or as required for efficient operation of the complete PROJECT improvements.

8. Without the written consent of STATE, this AGREEMENT is not assignable by ADMINISTERING AGENCY, either in whole or in part.

9. No alteration or variation of the terms of this AGREEMENT or the PROGRAM SUPPLEMENT shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

10. This AGREEMENT is subject to any additional restrictions, limitations, conditions, or any statute enacted by the State Legislature or adopted by the CTC that may affect the provisions, terms, or funding of this AGREEMENT in any manner.

11. ADMINISTERING AGENCY agrees to use all PROJECT funds reimbursed hereunder only for transportation purposes that are in conformance with Article XIX of the California State Constitution.

## ARTICLE V - CONDITION OF ACCEPTANCE

ADMINISTERING AGENCY shall conform to all State statutes, regulations, and the *Local Assistance Program Guidelines* and *Local Assistance Procedures Manual* as published by STATE and incorporated herein, including all subsequent approved revisions thereto, hereafter collectively referred to as PROCEDURES, applicable to PROJECT, unless otherwise designated in the approved PROGRAM SUPPLEMENT.

This AGREEMENT and any PROGRAM SUPPLEMENT(s) executed under this AGREEMENT shall terminate upon sixty (60) days' prior written notice by STATE except that obligations relative to the respective parties indemnification shall not expire and the ADMINISTERING AGENCY's duties assumed under Sections 4, 5, 6 and 7 of Article IV shall continue for so long as PROJECT remains operable.

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers.

STATE OF CALIFORNIA  
Department of Transportation

Solano Transportation Authority

By \_\_\_\_\_  
Office of Project Implementation  
Division of Local Assistance

By \_\_\_\_\_  
(Authorized Representative)

Date \_\_\_\_\_

Date \_\_\_\_\_



DATE: November 6, 2002  
TO: STA Board  
FROM: Charles O. Lamoree, STA Legal Counsel  
RE: Authorization to obtain outside Legal Counsel

**Discussion:**

From time to time legal issues arise which relate to public sector employment law or other employment and labor law matter. Some of these require special expertise and, just as STA has done with bond counsel (which is another area of specialization) we have entered into retainer agreements with law firms with such expertise.

There are some important employment issues involving STA that will need attention over the coming weeks and months. Because of this, it is my recommendation that STA enter into a retainer agreement with Liebert, Cassidy and Whitmore. This firm specializes in representing public sector employers. The firm has offices in Los Angeles and San Francisco and provides legal services to many public agencies in the area including Vacaville. In addition, they provide employment law educational seminars to a consortium of local agencies including Vacaville, Fairfield and Solano County. I have worked with them many times over the years.

It is proposed that we enter into a general retainer agreement and allocate a relatively small amount to this budget at this time. It is recommended that a budget fund of \$10,000 be established.

**Recommendation:**

By simple motion, approve the retainer agreement with Liebert, Cassidy and Whitmore of the provision of specialized legal services related to public sector labor and employment law.



DATE: November 6, 2002  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: CTP Contract Amendment with Wilbur Smith Associates  
for Consultant Services Related to the Route 30 Bus Service

**Background:**

Since March 2000, STA has been working with Wilbur Smith Associates to complete the Intercity Transit Element, a major component of the Comprehensive Transportation Plan. To date, STA has budgeted \$130,000 to complete this portion of the CTP which included a rail station implementation plan, ridesharing section, conduct a survey of six major park and ride lots throughout the county, develop an existing transit conditions report, and develop a draft and final transit element including proposed long term system networks for intercity, express bus, paratransit, rail and ferry services. The final edits, formatting and printing of the full color copies of the element has been completed and delivered to the STA and meet the full scope of work required under our original contract and related amendments.

**Discussion:**

In addition to the CTP Intercity Transit Element scope of work, STA requested Wilbur Smith Associates to conduct an on-board survey of Route 30 (the intercity bus service that runs between Fairfield, Vacaville, Dixon and Davis), prepare alternative route options and schedules designed to increase ridership, improve farebox and develop a plan to provide express bus service to Sacramento. A longer range concept to eventually combine Routes 30 and Route 40 to provide a direct service from Sacramento-Dixon-Vacaville-Fairfield-Benicia-Walnut Creek BART was also identified through this effort.

This additional Route 30 operational work cost \$7,590 and was beyond the original \$130,000 and scope of work approved by the STA to prepare the Transit and Rideshare elements of the Comprehensive Transportation Plan. Therefore, a contract amendment to cover this additional scope of work is appropriate.

**Fiscal Impact**

The \$7,590 of additional consultant services directly related to Route 30 scheduling would be funded from a portion of the State Transit Assistance Fund (STAF) claim already approved in the STA 2002-03 budget by the STA Board.

**Recommendation:**

Authorize the Executive Director to enter into a \$7,590 contract amendment with Wilbur Smith Associates to cover the additional work requested to plan, revise and improve the future operation of the Route 30 bus service.



DATE: November 4, 2002  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Status of Bridge Toll Discussions and  
Project Priorities

**Background:**

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

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

**Discussion:**

In August of this year, State Senator Don Perata (Alameda) initiated discussions about the potential for adding an additional dollar to the seven State Owned Toll bridges located in the Bay Area. A Senate Select Committee was formed and staffed primarily by its consultant, Ezra Rappaport, has held a series of weekly meetings during the months of September and October. Under the framework of the Senate Select Committee, Rappaport established a technical/advisory committee comprised of seven county CMAs (all but Napa and Sonoma), the Bay Area's major transit operators, and Caltrans to review and discuss the various projects under consideration. MTC has been providing staff support to the committee, but the deliberations of the Committee have been under the close direction and supervision of the Committee's consultant. The consultant proposed a set of criteria to guide the consideration of projects to be considered for this funding. MTC subsequently adopted a set of guiding principles for the new bridge toll funds. Concurrently, the Bay Area CMAs submitted a more comprehensive list of criteria and issues to consider (see attached). An addition of a \$1 increase on the State Owned Bridges would require approval by the State Legislature and approval by Bay Area voters in 7 of

the 9 specified Bay Area Counties, although the Committee Consultant has intimated that a vote of the State Legislature may not be required.

During the last six weeks, various project sponsors have provided presentations to the subcommittee. Earlier this month, the consultant requested all potential projects be submitted to MTC by mid-October. Numerous transit operators have submitted specific projects for consideration. In addition, the STA staff and most of the other CMAs have submitted a list of projects for consideration pursuant to their respective bridge corridors.

MTC has estimated that a new \$1 bridge toll for the seven State Owned Bridges would generate approximately \$2.4 billion over a 30-year timeframe, with an annual revenue stream of approximately \$125 million. The Committee has not determined how and/or in what manner the funds will be allocated. Currently, the projects are being divided into four separate bridge groupings (Antioch-Benicia/Martinez-Carquinez, Bay Bridge, SanMateo/Hayward-Dumbarton, and Richmond/San Rafael) and a fifth category labeled as system-wide. The Committee's consultant has established the criteria of allocating 50% of the funds for transit capital and 50% for transit operating. Several counties (including STA) have requested the appropriate highway projects with a nexus to the specified bridge corridors also be included (such as I-80/680).

STA staff has submitted four projects for consideration in this process:

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

Vallejo Transit separately submitted the application for the Baylink Ferry Capital and Operating with the expressed support of STA staff. In addition, staff has been supporting the Capitol Corridor JPB's request for funds for capital improvements as a system-wide project.

**Recommendation:**

Authorize the Executive Director to request and/or support funding for five priority projects be considered for future Bridge Toll funding as follows:

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

Attachments

## Carquinez Bridge

Project/Proposal	Request (millions 2002\$)		Appl. Needed
	Capital	Annual Net Operating	
Ferry Service: Vallejo, Albany (WTA)	\$30.0	\$3.0	
Ferry Service: Vallejo (STA)	\$0.0	\$0.0	Y
Capitol Corridor Rail Improvements	\$55.0	\$0.0	
I-80 Transportation Alternatives Study (BART and Caltrans)	\$2.0	\$0.0	
I-80 Carquinez Bridge Bus Infrastructure Improvements: Expand PnRs at Curtola, Richmond Pkwy, Hilltop, and West Texas; new PnR at Red Top Road; extend HOV from SR4 to Crocket I/C; relocate & expand Hercules transit center, I-80/Richmond Pkwy interchange improvements;	\$100.7	\$0.0	
NCTPA Vine Vallejo Express Bus Service	\$0.2	\$0.4	
Solano and Contra Costa County Express Bus Service (operators, CMAs)	TBD	TBD	Y
<b>Subtotal Carquinez Bridge Corridor Request</b>	<b>\$187.9</b>	<b>\$33.4</b>	
<b>Share of System-wide Request (18.7%)</b>	<b>\$112.0</b>	<b>\$3.3</b>	
<b>Total</b>	<b>\$299.9</b>	<b>\$36.7</b>	
<b>Estimated Corridor Revenue (18.7%)</b>	<b>\$149.6</b>	<b>\$11.2</b>	
<b>Request as Percent of Estimated Corridor Revenue</b>	<b>200%</b>	<b>327%</b>	

Richmond-San Rafael Bridge

Project/Proposal	Request (millions 2002\$)		Appl. Needed
	Capital	Annual Net Operating	
Golden Gate Transit Express Bus	\$5.8	\$4.3	
SMART Rail Service	TBD	TBD	
Richmond Bridge Bus Infrastructure Improvements: I-580 WB to US 101 SB connector, PnR in San Rafael, PnR in Richmond	\$72.0	\$0.0	
Port Sonoma/North Bay Ferry Service (Marin County)	\$12.0	\$2.1	
Loop Bus Service for Central Marin County (assumes 30 years)	\$2.5	\$2.3	
Novato Narrows HOV lanes (SCTA)	TBD	\$0.0	Y
<b>Subtotal Richmond Bridge Corridor Request</b>	<b>\$92.3</b>	<b>\$8.7</b>	
<b>Share of System-wide Request (10.1%)</b>	<b>\$60.5</b>	<b>\$1.8</b>	
<b>Total</b>	<b>\$152.8</b>	<b>\$10.5</b>	
Estimated Corridor Revenue (10.1%)	\$80.8	\$6.1	
Request as Percent of Estimated Corridor Revenue	189%	173%	

**San Mateo-Hayward and Dumbarton Bridges**

Project/Proposal	Request (millions 2002\$)		Appl. Needed
	Capital	Annual Net Operating	
Ferry Service: Oyster Point/South SF, Redwood City (WTA)	\$20.0	\$3.0	
AC Transit Transbay Bus	\$1.0	\$7.8	
Dumbarton Rail/Union City Intermodal Station	\$157.0	\$7.1	
San Mateo Bridge Reversible Lanes (Bay Crossings Study estimate)	\$40.0	\$0.7	
Express Bus Infrastructure: (Caltrans)			
HOV ramps and PnR at Rte 92 and Industrial or Hesperian; ramp improvement and PnR at I-580/Center	\$36.2	\$0.0	
Dumbarton Bridge Bus Infrastructure Improvements:			
East Bay HOV extension, HOV on-ramp, I-880/SR 84 HOV connector; West Bay interchange improvement, PnR, and transit hub	\$215.0		
Rte. 92 HOV Improvements to Support Express Bus (ACCMA)	\$2.0	\$0.0	
<b>Subtotal San Mateo-Hayward &amp; Dumbarton Corridor Requests</b>	<b>\$471.2</b>	<b>\$18.6</b>	
<b>Share of System-wide Request (19.6%)</b>	<b>\$117.4</b>	<b>\$3.5</b>	
<b>Total</b>	<b>\$588.6</b>	<b>\$22.1</b>	
Estimated Corridor Revenue (19.6%)	\$156.8	\$11.8	
Request as Percent of Estimated Corridor Revenue	375%	188%	

Bay Bridge

Project/Proposal	Request (millions 2002\$)		Appl. Needed
	Capital	Annual Net Operating	
Ferry Service: Alameda, Oakland, Albany	\$40.0	\$8.8	
BART Capacity:			
PH Crossover, outer C-line pkg, Ala. CC, SF station improvements	\$95.0	\$1.0	
BART Access Improvements (Transit, Bicycle, Pedestrian)	\$35.9	\$7.8	
Muni Rail/BRT Capacity Expansion:			
3rd Street, Ph.1 IOS, Metro/Mission Bay, New Central Subway, Geary BRT	\$315.0	\$9.0	Y
Muni Historic Streetcar Capacity Expansion:			
E-Line vehicles and term. loop	\$10.0	\$3.0	Y
Muni Bus Capacity Expansion:			
Treasure Island, Mission Bay expansion	\$115.0	\$18.3	Y
AC Transit BRT and Enhanced Bus	\$250.0	\$11.0	
AC Transit Enhanced Transbay Service	\$17.7	\$5.9	
AC Transit Treasure Island Service	\$1.0	\$2.0	
AC Transit Capital Infrastructure - Operating Facility	\$40.0	\$0.6	
BART Oakland Airport Connector (Port of Oakland)	\$45.0	\$0.0	
I-580 HOV Lane: Vasco to Tassajara (ACCMA)	\$45.0	\$0.0	
BART Warm Springs Extension (ACCMA)	\$45.0	\$0.0	
I-580 Corridor Rail Transit Expansion (ACCMA)	TBD	\$0.0	
North I-880 Operational and Safety Improvements (ACCMA)	\$40.0	\$0.0	
Tranbay Terminal (includes Downtown Extension)	\$300.0	\$0.0	
Transportation Improvements to Support Transit Villages (ACCMA)	\$2.0	\$0.0	
<b>Subtotal Bay Bridge Corridor Request</b>	<b>\$1,396.6</b>	<b>\$67.3</b>	
<b>Share of System-wide Request (34.8%)</b>	<b>\$208.4</b>	<b>\$6.2</b>	
<b>Total</b>	<b>\$1,605.0</b>	<b>\$73.5</b>	
Estimated Corridor Revenue (34.8%)	\$278.4	\$20.9	
Request as Percent of Estimated Corridor Revenue	577%	352%	

System Wide

Project/Proposal	Request (millions 2002\$)		Appl. Needed
	Capital	Annual Net Operating	
Spare Ferry Vessels (WTA)	\$20.0	\$0.0	
San Francisco Ferry Terminal (WTA)	\$20.0	\$0.0	
WTA Planning, Administration, Environmental	\$0.0	\$4.0	
BART Capacity:			
AATC, vehicles, engineering studies, TransLink@/AFC	\$170.0	\$3.0	
BART Transbay Tube seismic (escalated \$)	\$200.0	\$0.0	
AC Transit BART Owl Service	\$0.0	\$2.0	
TransLink@ (includes MTC, BART, Muni requests)	\$68.0	\$2.0	
City Car Share	\$3.0	\$0.0	
Real-Time Transit Traveler Information (includes Muni, Caltrans Rte. 92 requests)	\$19.0	\$1.8	
RIDES Marketing Plan:			
tax benefits, guaranteed ride home, vanpool subsidies, park and rides, carpool incentive pilot	\$0.0	\$5.0	
Safe Routes to Transit (East Bay Bicycle Coalition and Transportation Land Use Coalition)*	\$98.8	TBD	
<b>Subtotal System Wide Request</b>	<b>\$598.8</b>	<b>\$17.8</b>	
Estimated Revenue	\$800.0	\$60.0	
Request as Percent of Estimated Revenue	75%	30%	

\* May be appropriate to assign to bridge corridors; operating cost given as 30-year total - need to annualize

**Projects Listed by Bridge Corridor**

October 11, 2002

**Estimate of New Toll Revenue Over 30 Years (millions 2002\$)**

Bridge	Revenue Share (1)	Capital	Operating	
			Annual	30-Year Total
Antioch	2.2%	\$17.6	\$1.3	\$39.6
Benicia-Martinez	14.6%	\$116.8	\$8.8	\$262.8
Carquinez	18.7%	\$149.6	\$11.2	\$336.6
Richmond-San Rafael	10.1%	\$80.8	\$6.1	\$181.8
Bay Bridge	34.8%	\$278.4	\$20.9	\$626.4
San Mateo-Hayward	11.4%	\$91.2	\$6.8	\$205.2
Dumbarton	8.2%	\$65.6	\$4.9	\$147.6
<b>Total All Bridges</b>	<b>100.0%</b>	<b>\$800.0</b>	<b>\$60.0</b>	<b>\$1,800.0</b>

(1) Based on FY 00/01 revenue generation

**Antioch, Benicia-Martinez Bridges**

Project/Proposal	Request (millions 2002\$)		Appl. Needed
	Capital	Annual Net Operating	
e-BART (CCTA)	\$110.0	\$0.0	
Capitol Corridor Rail Improvements	\$55.0	\$0.0	
I-680 Corridor Studies (BART and Caltrans)	\$2.0	\$0.0	
I-80/I-680 Interchange (STA)	\$100.0	\$0.0	Y
I-80 HOV lanes: I-505 to I-680 (STA)	\$100.0	\$0.0	Y
I-680 Benicia Bridge Bus Infrastructure Improvements: WB SR4 to I-680 HOV connector; Benicia intermodal station; relocate and expand I-680/SR 4 PnR; Martinez Intermodal, Phase 3	\$86.0	\$0.0	
I-680 Express Bus Service (CCCTA): Martinez to Del Norte BART; Martinez to San Francisco; Martinez to Dublin BART	\$5.6	\$0.7	
Solano and Contra Costa County Express Bus Service (operators, CMAs)	TBD	TBD	Y
<b>Subtotal Antioch and Benicia-Martinez Corridor Requests</b>	<b>\$458.6</b>	<b>\$0.7</b>	
<b>Share of System-wide Request (16.8%)</b>	<b>\$100.6</b>	<b>\$3.0</b>	
<b>Total</b>	<b>\$559.2</b>	<b>\$3.6</b>	
<b>Estimated Corridor Revenue (16.8%)</b>	<b>\$134.4</b>	<b>\$10.1</b>	
<b>Request as Percent of Estimated Corridor Revenue</b>	<b>416%</b>	<b>36%</b>	

Summary of Requests versus Estimate Revenues (millions 2002\$)

Bridge Corridor	Estimated Revenue (1)			Total Request (2)		Ratio: Request to Revenue	
	Revenue Share (1)	Capital	Annual Operating	Capital	Annual Operating	Capital	Annual Operating
System-wide	n/a	n/a	n/a	\$598.8	\$17.8	n/a	n/a
Antioch/Benicia-Martinez	16.8%	\$134.4	\$10.1	\$458.6	\$0.7	341%	6%
Carquinez	18.7%	\$149.6	\$11.2	\$187.9	\$33.4	126%	298%
Richmond-San Rafael	10.1%	\$80.8	\$6.1	\$92.3	\$8.7	114%	143%
Bay Bridge	34.8%	\$278.4	\$20.9	\$1,396.6	\$67.3	502%	322%
San Mateo-Hayward/Dumbarton	19.6%	\$156.8	\$11.8	\$471.2	\$18.6	301%	158%
<b>Total All Bridges</b>	<b>100.0%</b>	<b>\$800.0</b>	<b>\$60.0</b>	<b>\$3,205.4</b>	<b>\$146.4</b>	<b>401%</b>	<b>244%</b>

(1) Based on FY 00/01 revenue generation

(2) Includes corridor share of systemwide requests

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DATE: November 7, 2002  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
Robert Guerrero, Associate Planner  
RE: State Planning and Research Grant Submittals

**Background:**

Each year the California Department of Transportation invites agencies to apply for transportation planning grants in six different categories. An estimated \$8.5 million in State Planning and Research Grants will be available for FY 2003/04 pending approval of the final State budget. Applicants have the option to apply for the next fiscal year (FY 2003/04) or the following fiscal year after next (FY 2004/05). Applications not selected for FY 2003/04 will be held for consideration in the FY 2004/05 funding cycle.

**Discussion:**

In FY 2001/02 the STA was successful in receiving \$300,000 in the State Partnership Planning category for the I-80/680/780 Corridor Study and \$275,000 of Planning and Congestion Relief Program (PCRP) funds to conduct the I-80/680/780 Transit Corridor Study. Staff was recently notified that a \$60,000 grant for the Solano Countywide Pedestrian/Trails Plan has been selected for the FY 2002-03 funding cycle.

During 2001-02 funding cycle, a state planning applications for the Rio Vista Bridge Feasibility Study was also submitted but not selected. In addition, STA also submitted a Planning and Congestion Relief Program (PCRP) application for the Highway 113 Corridor/Major Investment Study (MIS) Study although there were not sufficient state funds available last year to fund that project.

The STA now proposes to re-submit the Rio Vista Bridge Feasibility Study Project proposal for \$250,000 in the State Partnership Planning category for FY 2003/04 and FY 2004/05. The proposal would be to study alignment and design options for relocating the current bridge for regional truck and auto traffic. The study would also develop an urban design concept to begin planning TLC type land use options on the existing Hwy 12 corridor within the Rio Vista City Limits once the current through traffic is removed.

In addition, a \$250,000 application for the Highway 113 Corridor/MIS Study is also proposed under the State Partnership Planning category. This study would analyze the existing and possible alternative corridors to provide short and long-term improvements for the Highway 113 Corridor from I-80 to S.R. 12. Specific tasks would include: Conduct current traffic counts at key intersections and document existing peak hour traffic conditions; prepare modeling runs/traffic forecasts for current and proposed alternative corridor alignment(s); prepare a land

use/environmental constraints element; prepare alternative packages including the advantages/disadvantages of the possible long-term relocation of S.R. 113 to the east of downtown Dixon, safety improvements; prepare a cost element; develop a public outreach element; and prepare an alternatives recommendation and implementation program.

Detailed applications were prepared and submitted by staff to meet the November 1, 2002 deadline.

**Fiscal Impact:**

The STA is requesting \$250,000 for the Rio Vista Bridge Feasibility Study and \$250,000 for the Highway 113 Corridor /MIS Study from the State Planning and Research Grant Program. A local match of 20% (or about \$63,000 for each project) would be required for each grant. The sources of these matching funds would be determined later once we have received approval for these funds.

**Recommendation:**

Adopt a resolution authorizing the STA Executive Director to submit applications for the Rio Vista Bridge Feasibility Study and the Highway 113 Corridor/MIS Study for the 2003-04 and 2004-05 State Planning and Research Grant program cycles.

Attachment

**RESOLUTION 2003-10**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING THE EXECUTIVE DIRECTOR TO SUBMIT APPLICATIONS FOR  
THE RIO VISTA BRIDGE FEASIBILITY STUDY AND THE STATE ROUTE 113  
CORRIDOR/ MAJOR INVESTMENT STUDY**

**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 Solano Transportation Authority is eligible to apply for State Transportation Planning Grants as a Joint Powers Authority representing seven cities and the County of Solano; and

**WHEREAS**, the Rio Vista Bridge Feasibility Study and the State Route 113 Corridor/ Major Investment Study are appropriate planning activities and will implement state and countywide transportation goals and meet all the criteria established for the FHWA Partnership Planning category of the State Transportation Planning Grants; and

**WHEREAS**, both feasibility studies are consistent with and will implement the Solano Comprehensive Transportation Plan and the Highway 12 Corridor/MIS Study.

**NOW, THEREFORE, BE IT RESOLVED**, the Solano Transportation Authority Board of Directors authorizes the Executive Director of the Solano Transportation Authority to submit grant applications for the Rio Vista Bridge Feasibility Study and the State Route 113 Corridor/ Major Investment Study in the FHWA Partnership Planning category of the State Transportation Planning Grant program.

\_\_\_\_\_  
John Silva  
Chair  
Solano Board of Supervisors, District 2

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 13th day of November, 2002.

\_\_\_\_\_  
Daryl K. Halls  
Executive Director

Attested:

\_\_\_\_\_  
Kim Cassidy, Clerk of the Board



DATE: November 7, 2002  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: STA Overall Work Plan/Priority Projects  
2002/2003 and 2003/2004

**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. On May 17, 2002, the STA Board held a retreat to discuss the development of the County Transportation Expenditure Plan and to develop a list of priority projects. 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 list of 35 priority projects serves as the STA's Overall Work Plan. As part of the adoption of these priorities, STA Vice-Chair Jim Spering requested staff identify the fund sources and budget allocated for each of these projects/programs and return this information to the STA Board as an information item.

**Discussion:**

Attached for review of the STA Board is a listing of the STA's Overall Work Plan that includes the fund source that funds the project/program, and the amount of funding dedicated to the project by fiscal year. At the meeting, staff will review the list of priority projects/program and provide a brief funding status report.

**Recommendation:**

Informational

Attachment: STA's Priority Projects for FY 2002/03 and 2003/04

**SOLANO TRANSPORTATION AUTHORITY  
PRIORITY PROJECTS FOR FY 2002/03 & 2003/04**

PRIORITY PROJECTS (LEAD AGENCY)	FUND SOURCE	2002-2003	2003-2004
1. I-80/680/SR 12 Interchange (STA Lead) A. Interchange Master EIR/EIS 1. Old Cordelia Concept Plan as part of South Parkway 2. New Napa/Solano Multi-Modal Model B. North Connector EIR/EIS and Concept Plan C. Cordelia Truck Scales Study	TCRP  RTIP TCRP TCRP	\$1,102,000  \$400,000 \$685,000 \$250,000	\$6,748,000  \$40,000 Napa \$2,015,000
2. I-80/680 Auxiliary Lane Project (Caltrans)	ITIP STIP-TAP	\$19,000,000 \$5,000	Carryover \$5,000
3. I-80-SR 12 West-Truck Climbing Lane Project (Caltrans)	SHOPP	\$7,000,000	Carryover
4. I-80 HOV Project Study Report (Caltrans)	Caltrans Planning		Caltrans funded
5. I-80 Widening PA/ED, PS&E (Vacaville to Dixon) (Caltrans)	ITIP	\$9,000,000	Carryover
6. I-80/680/780 Corridor Study (includes HOV Study) (STA Lead) A. Segments 2, 3, 4, & 5 Study  B. Segment 6,7 and Summary Report	SP&R STP STIP-PPM STP STIP-PPM	\$300,000 \$36,000 \$21,000 \$345,000 \$39,500	Carryover to FY 03/04
7. Benicia-Martinez and Carquinez Bridges (Caltrans)	RM-1	\$545,000,000	Carryover
8. Highway 37 Project (Caltrans) A. Phases II B. Phase III and Landscaping	STIP ITIP, RTIP	\$52,250,000 \$65,700,000	Carryover to FY 03/04

<b>PRIORITY PROJECTS (LEAD AGENCY)</b>	<b>FUND SOURCE (S)</b>	<b>2002-2003</b>	<b>2003-2004</b>
10. Highway 12 SHOPP Projects (Caltrans)	SHOPP	\$3,233,000	Carryover
11. Highway 113 SHOPP Project (Caltrans)	SHOPP	\$17,688,000	Carryover
12. Jepson Parkway Project EIS/EIR (STA)	STIP	\$260,332	Carryover
13. Red Top Slide SHOPP Project (Caltrans)	SHOPP	\$8,000,000	Carryover
14. Capitol Corridor Rail Facilities- Fairfield/Vacaville Station, Benicia Station, Dixon Station, and track improvements (Local Agencies, CCJPA)	ITIP RTIP ADPE-STIP Local \$	\$113,364	X
15. Commuter Rail Studies A. Commuter Rail to BART (sBART) (BART) B. Sacramento Commuter Rail Study (RTD) C. Napa/Solano Rail Study (NCTPA)	STAF STAF STAF TDA	\$60,000 \$65,000 \$95,000 \$30,000	Carryover
16. I-80/680/780 Transit Corridor Study (STA)	PCRP STAF	\$275,000	Carryover
17. Baylink Ferry Support and Operational Funds (Vallejo)	RTIP, Fed. Earmarks, Local \$	\$5 Million	
18. Implementation of Countywide Bicycle Plan Priority Projects A. Solano Bikeway Feasibility-Phase 2 (Fairfield) B. Jepson Parkway Bikeway (Suisun City) C. Dixon-Davis Bikeway Phase 4 (Dixon) D. Benicia Bike State Park/780 (Benicia)	TDA-Art 3 TLC STIP CMAQ TBD	\$50,000 TDA  \$575,000 TLC & TDA \$85,000 TDA #3	  X X X X

<b>PRIORITY PROJECTS (LEAD AGENCY)</b>	<b>FUND SOURCE (S)</b>	<b>2002-2003</b>	<b>2003-2004</b>
19. Countywide Trails Plan (STA & County) A. Phase 3 Plan B. Implementation for Phase 1 C. Phase 2 Permit	A. TDA-ART3, YSAQMD B. TBD C. Bay Trails State TEA	\$102,000 State Grant TDA, YSAQMD  \$68,081 State, TEA	X X
20. Solano Napa Commuter Information Program (STA) A. New STA-SNCI Logo B. Marketing Plan C. Incentives Program D. Guaranteed Return Trip Program	TFCA TFCA TFCA TFCA YSAQMD	\$5,000 \$40,000 \$60,000 \$40,260 TFCA/YSAQMD	X X X X
21. Provide Staff support for STIA AND CTEP (STA) A. Public Information for CTEP B. Support of STIA Board	STIP/ STP Swap, 3% Planning STAF	\$245,000	X
22. Enhanced Transit Service (STA) A. Route 30 Service  B. Solano Paratransit	BAAQAD TDA YSAQMD TDA	\$26,800 \$75,000 \$40,000 \$481,147	X X X
23. Enhanced STA Marketing/Public Information Program (STA) A. Website B. Transportation Fair	Marketing TFCA TFCA - SNCI	\$5,000 \$12,000 \$5,000	X
24. Monitor Delivery of Local Projects (STA)	STIP-PPM	\$75,000	\$75,000

<b>NEW AND/OR UNFUNDED PRIORITIES</b>	<b>Fund Source(s)</b>	<b>2002-2003</b>	<b>2003-2004</b>
25. SR 113 MIS (STA Lead)	State Grant or STP/STIP SWAP		\$250,000
26. Update of Countywide Traffic Safety Plan (STA)	PPM	\$10,000	
27. Union Street/Main Street Reopening Study (STA)	PPM	\$20,000	
28. Develop Local Interchange and Highway Landscaping Policies (STA)	General Fund	TBD	
29. Solano Works Plan Implementation (STA)	LIFT Funds Local TDA	\$5,000	X
30. Development of STA's TLC Program (STA) A. TLC Program and Implementation Plan B. Land Use Strategies-TLC Best Practices C. TLC Conference with YSAQMD- Spring 2003	Regional TLC CMAQ STP Enhancements	TBD TBD \$5,000	X
31. Countywide Senior and Disabled Transit Study (STA)	STAF (Reg) Paratransit & STAF	\$80,000 \$20,000	Carryover
32. Transit Consolidation Study	STAF		\$50,000
33. Regional Impact Fee Study	PPM		\$20,000
34. Development of Traffic Management Plan/ITS (STA)	To be Determined		X
35. SR 12 Bridge Study at Sacramento River (STA)	State Grants STP/STIP		\$250,000



DATE: November 7, 2002  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Review of Overall STA Strategic Planning  
Program for 2002-03 and 2003-04

**Background:**

On July 10, 2002, the STA Board approved Priority Projects for 2002-03 and 2003-04. As part of those priorities, various planning efforts were identified. This is a status report on those efforts.

**Discussion:**

During 2002-03 and 2003-04, the major strategic planning efforts that STA will be focused on include:

**2002-03**

Follow-up to the 2002 Comprehensive Transportation Plan

Initiate I-80/680/780 Corridor Study

Initiate I-80/680/780 Transit Corridor Study

Prepare Draft Jepson Parkway Draft EIR/S

Complete New Multi-Modal Travel Demand Model

Complete Rail Studies:

- Contra Costa-Solano Commuter Rail Study
- Auburn Dixon Regional Rail Study
- Napa-Solano Passenger/Freight Rail Study
- Fairfield/Vacaville Train Station PDT
- Provide input to proposed Benicia and Dixon Intermodal Centers

Complete Countywide Pedestrian/Trails Plan

- Complete Vallejo Bay Trail Connector (Phase 2)
- Prepare Phase 3 (including Phase 1 follow-up and TLC Best Practices "Toolkit")

Develop new/updated TLC/Enhancements program guidelines

Prepare 2003 Congestion Management Program

**2003-04**

Complete I-80/680/780 Corridor Study

Complete I-80/680/780 Transit Corridor Study

Complete Final Jepson Parkway Final EIR/S

Update Jepson Parkway Concept Plan (e.g. revised bike route, transit services, preferred alignment updates, phasing and updated candidate projects)

Complete Senior and Disabled Transit Study (subject to identifying funding source)

Prepare Countywide Bicycle Plan Update

Initiate Highway 113 Corridor/MIS Study (subject to identifying funding source)

Prepare Technical Update to the Comprehensive Transportation Plan (in preparation for project submittals for the 2004 RTP)  
Initiate Rio Vista Bridge Feasibility Study (subject to identifying funding source)

Staff will provide periodic updates on each of these efforts as progress is made on each one.

**Recommendation:**

Informational



DATE: November 4 , 2002  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
RE: Status of MTC's Regional Policies Discussion  
and Funding Priorities

**Background:**

On January 23, 2002, the Metropolitan Transportation Commission hosted a meeting of its key transportation partners, known as the "Partnership Board." This meeting was held in response to comments received from the Bay Area CMA Association and Regional Transit Operators pertaining to several regional policies and programs outstanding pursuant to MTC's adoption of the RTP in December 2001. MTC's "Partnership Board" consists of the Executive Directors of the nine Congestion Management Agencies, General Managers of the Regional Transit Operators, Caltrans, MTC, BAAQMD, and Federal EPA. At the meeting, the Partnership Board began the process for the Partnership to discuss, define and implement regionally these various policies and programs. All nine CMA Executive Directors have been requested to work with MTC to craft new or revised regional policies and/or programs for these issues. Subsequent meetings were held in April and July and a fourth meeting is scheduled on October 28, 2002. To date, policy papers have been prepared by members of the "Partnership Board" for the following topics:

1. 100% Transit Capital Shortfall
2. Lifeline Transit
3. Air Quality Conformity
4. Proposition 42 Implementation and Impacts
5. TEA 21 Reauthorization
6. SB 45 Review
7. Regional Bicycle Plan
8. Regional TLC/HIP Programs

**TEA 3 - Cycle 1**

The regional discussion has begun to focus on establishing priorities for the next Federal funding cycle. This will be the first cycle to commence as part of the third federal reauthorization (currently titled TEA 3). The new reauthorization is scheduled to be developed during this year's federal legislative cycle and the last year (sixth year) of TEA 21 is scheduled to expire September 30, 2003. Currently, MTC staff is planning to initiate the programming for Cycle 1 of TEA 3 in March 2003 with the adoption of MTC committee policies. Project solicitations from CMAs are scheduled for April – May 2003 and MTC adoption of the program, after a month of review would be July 2002. The federal funds used for this program are federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality funds

(CMAQ). STP funds are very flexible and can be used for a variety of projects such as road rehabilitation, transit centers, roadway and bicycle facilities. CMAQ funds are more restricted in their use and must demonstrate a reduction in air emissions. Projects such as ridesharing, alternative fuel vehicles and bike paths are eligible. In addition, CMAs program federal Transportation Enhancement Act (TEA) funds for bicycle paths, transit centers and TLC projects. Historically, MTC has used federal cycle monies to fund regional programs, transit capital replacement, road rehabilitation and various corridor related projects such as the Fairfield Intermodal Facility and the Curtola Park and Ride Lot in Vallejo. The regional programs currently funded by MTC are:

1. Freeway Operations/TOS
2. Incident Management (Freeway Service Patrol and Call Box Program)
3. TETAP
4. PTAP
5. Translink
6. Regional Transit Information
7. Marketing
8. Travinfo
9. Rideshare
10. Air Quality Programs (Spare the Air)
11. TLC/HIP
12. Resolution 3434 (Regional Transit Expansion Plan)
13. CMA Planning Funds
14. Performance Monitoring

In addition, MTC has provided STP/CMAQ funds to each CMA for the following:

1. Streets and Road Pavement Shortfall
2. Transit Capital Shortfall
3. County TLC/HIP
4. Local Discretion Projects

#### MTC'S RTP POLICIES

The 2001 Regional Transportation Plan adopted by MTC last year contained optimistic revenue projections for the region's transportation priorities and project needs. An overarching issue facing MTC and the region is the over-programming of federal funds for TEA 21. The region has over-programmed an estimated \$128 million that will need to be funded partially or in total through the first cycle of federal TEA 3 funding. In addition, the RTP contains a Commission policy committing to 100% funding of transit capital replacement needs for the region. Concurrently, MTC is funding the list of regional programs noted above. The combination of these factors could result in little or no funds for local road rehabilitation and/or funds for CMA programming in the first federal cycle.

#### SECOND PHASE OF PARTNERSHIP DISCUSSIONS

The fourth meeting of the Partnership Board focused on a re-examination of transit capital replacement needs and a more comprehensive assessment of local road rehabilitation needs (see agenda item X.B. for more details). A subcommittee comprised of CMA Directors and Regional Transit General Managers has been formed to assess and develop recommendations on both of

these topics concurrently. In addition, CMA Directors are working with MTC staff to begin reviewing and assessing the regional programs. Concurrently, MTC is working to develop a policy pertaining to the linkage of transportation and land use. This is a follow up to recent legislation carried unsuccessfully by State Senator Tom Torlakson (AB 1243) that pitted MTC versus the Association of Bay Area Governments (ABAG) (due to ABAG's initial attempt to absorb the MTC governing board). MTC is working with Senator Torlakson and is interested in working with the nine CMAs and local governments in the region to develop policies and incentives that build upon the successful TLC/HIP developed by MTC (see attached policy paper prepared by MTC's Steve Heminger). On the same topic, ABAG released the draft results of its Smart Growth/Livability Footprint Project on October 17<sup>th</sup>. This plan could have significant implication on the regional growth forecast that will be used for MTC's development of the 2004 RTP and the subsequent regional housing needs assessments (RHNA) that provide the housing numbers that local governments must plan for in their housing elements. One of the implementation tasks identified by the STA Board in the Comprehensive Transportation Plan is the development of a Transportation for Livable Communities Program. Staff is planning to work with the Board, city managers, county planning directors and STA TAC to develop this program prior to the next programming of federal TEA TLC/HIP funds.

#### 2004 RTP

The regional policies being discussed in preparation for the First Programming Cycle for TEA 3 are concurrently serving as the follow up implementation to the policies adopted in the 2001 RTP and the precursor policy discussion for MTC's development of the 2004 RTP.

#### **Discussion:**

Staff is working with Solano County's MTC Commissioner Jim Sperring to review and consider these various regional programs and policies and their impact on Solano County's transportation projects and priorities. Over the next several months, staff will continue to agendize these topics at STA TAC, Transit Consortium and STA Board meetings beginning with this month's discussion of the local streets and roads needs and the TIP conformity update. Staff is planning to request the STA Board consider adopting policies and priorities for the first Federal Funding Cycle by the February 2003 STA Board meeting, one month prior to MTC's scheduled adoption of Commission policies.

MTC staff has begun to initiate discussions with the CMA directors regarding the continuing transportation and land use discussions within the region and at the State Capitol (see attached discussion paper). In addition, ABAG staff has joined the dialogue at the CMA level (see attached ABAG adopted policies on the topic).

At the "Partnership Board" meeting of October 28<sup>th</sup>, MTC staff released a draft schedule for development of the 2004 RTP. One critical milestone for STA will be submittal of the Solano County revised RTP investment for track 1 and track 2 funding in May of 2003. This will be made somewhat easier by the completion of the Comprehensive Transportation Plan earlier this year, but some additional discussion and prioritization will be needed. Release of the draft 2004 RTP is scheduled for September of 2004. At this same meeting, Steve Heminger floated out a proposal to divide the federal cycle programming into three cycles with the first cycle for one year only (first year of TEA3), the second cycle for two years, and the third cycle for the remaining three years of TEA 3. This would differ from TEA 21 where three separate 2 year federal funding cycles were used. Programming only the first year of TEA 3 would cover only the carryover of programming from TEA 21 and the regional programs, but would likely not result in any funds for local road rehabilitation and/or trans capital replacement. This

modification of the programming for federal cycle funds would allow additional time for the further evaluation, discussion and determination of the regional policy debate by MTC and the region.

At the October 25<sup>th</sup> CMA Association meeting, MTC staff presented presentations on four of nine specific regional programs funded by MTC. The programs covered were the; 1) Pavement Management and Technical Assistance Program (PTAP), 2) Traffic Engineering Technical Assistance Program (TETAP), 3) Freeway Service Program (FSP), and Call Box Program. A copy of handouts covering these presentations is attached for your information. The remaining regional programs will be covered in November and December.

**Recommendation:**

Informational

Attachments

TO: CMA Directors

DATE: 9/18/02

FR: Steve Heminger

RE: MTC/CMA Growth Initiative

At our meeting on September 11, we discussed the outlines of a new approach to the transportation/land use issues raised by Senator Torlakson's failed SB 1243. I agreed to try to put some flesh on the bones and develop options for us to consider at our next meeting. I've divided this white paper roughly into means and ends, or process and products.

### Process

The debate over SB 1243 this year occurred primarily between MTC and ABAG, which led to at least two undesirable outcomes. First, the question of a merger or transfer of power between the two agencies polarized both boards, with MTC opposing a merger and ABAG opposing a limited transfer of its authority to MTC. Second, local government and the CMAs felt they weren't adequately represented in the discussions. This led to widespread local government opposition to the bill (egged on by ABAG) as well as the "self protective" CMA amendments.

The seeds of a different approach were contained in both MTC- and CMA-proposed amendments to SB 1243 this past summer: extend the MTC/CMA linkage that already exists for transportation planning to the new fields of smart growth and housing. Admittedly, this seed has been planted twice before and has yet to sprout. In 1992, in the midst of the Bay Vision 2020 debate, MTC proposed a transportation/land use partnership with the then-new CMAs. It never got off the ground. In 2001, the RTP not only tripled the funding level for the TLC program, but also subvented 1/3 of the funds to the CMAs. Although the TLC funding level got all the attention, the subvention of these incentive funds to the CMAs may have more lasting impact in exploring the approach outlined in this paper.

There are several advantages to the MTC/CMA model versus this year's MTC/ABAG tug of war:

- Neither MTC nor ABAG have land use authority, so a growth debate involving the role of these two agencies is always frustrating.
- Although ABAG purports to represent the interests of local government at the regional level, it is the CMA boards that include representation from each city and county organized on a subregional basis – probably a more useful geographical focus for transportation/land use integration than the entire Bay Area.

- The CMP enabling statute explicitly recognizes their role in monitoring and mitigating the effects of local land use decisions by their member jurisdictions on the transportation network.
- The MTC/CMA linkage is now 10 years old and institutionally mature. Although the relationship has not been without its twists and turns (especially recently), it has proven remarkably resilient, due to a complex web of shared interests, funding, staff, and board members.

### Products

Although the MTC/CMA model looks promising, if we can't reach consensus on what this new partnership is supposed to do, we will have failed like every growth management effort before now. Agreement on process is not sufficient, nor is it even desirable (witness the premature consolidations proposed by BV 2020 and ABAG) without agreement on the products.

The following four options are not mutually exclusive, and there certainly may be more options than these four. However, they're probably enough to get us started at the next meeting.

1. Incentives – This is the path we've already traveled partway. The RTP's heavy emphasis on O&M reinforces the urban core. The HIP program is an explicit housing incentive. The Regional Agencies Smart Growth Project is headed toward proposing state fiscal incentives (as well as regulatory relief) to encourage more in-fill housing.
2. Mitigation – As noted above, the CMP statute sets up a structure to establish LOS standards, monitor violations, and require mitigation of deficiencies by the responsible local jurisdiction. I am anxious to hear from you how well this has worked, and whether a variation or strengthening of this approach makes sense.
3. Planning – The planning approach could take a few forms. The CMAs could take the lead in corridor or station area planning to support greater density near MTC Resolution 3434 extensions. This same approach could be pursued more broadly in refining and implementing the preferred "network of neighborhoods" alternative emerging from the Smart Growth Project.
4. Best Practices – Although the name sounds like a cop-out, the fact remains that there is much to learn from transit- and town center-oriented development projects both outside and within the Bay Area. The local examples (near BART, Caltrain, and VTA light rail to name three prominent examples) would probably be the most persuasive.

I look forward to discussing these and related ideas with you at our next session.

## ADOPTED PLATFORM ON GROWTH MANAGEMENT

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- Coordinated / Integrated Planning Process
- Local, Subregional and Regional Responsibilities
- Consolidation on Single-Purpose Agencies
- Conflict Resolution
- Fiscal Reform
- Housing

The attached growth management principles were adopted by the General Assembly of the Association of Bay Area Governments at meetings on March 19 and October 29, 1992.

## THE ASSOCIATION OF BAY AREA GOVERNMENTS PLATFORM ON GROWTH MANAGEMENT

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### **Coordinated / Integrated Planning Process**

1. The planning process in California should be broadly coordinated and integrated at the state, regional, subregional and local levels. Regional, subregional and local planning will be most effective if the state first coordinates its oversight so as to provide clear and consistent planning-related goals and programs. A primary focus should be on reorganizing responsibilities for efficiency and on consolidation and streamlining at all levels. The process for achieving this integration should be derived with input from all levels of government.

2. Governance is handled best at the closest level to the governed. Thus the planning process should be structured so that local issues are handled locally in General Plans, subregional issues are handled at a county or other subregional level and regional issues are handled collectively at the regional level. Moreover, greater efficiency and effectiveness in the planning process is desired; not a new layer on top of existing agencies.

### **Local, Subregional, and Regional Responsibilities**

3. Local jurisdictions should be responsible for ongoing coordination of local plans with state, regional and subregional growth management strategies. They should retain full land use regulatory powers.
4. There are planning issues that transcend single cities and require coordinated subregional planning. Subregional planning bodies should be established following the desires of each subregion. Initially, the county level would be assumed to be the appropriate geographical area; however, nothing should preclude two or more counties from forming such a planning entity. The county board of supervisors and the city councils would identify either an existing body or a new one to provide subregional planning and review functions.
5. Portions of two or more counties having common interests such as commute patterns or environmental, open space and/or economic issues shall be encouraged to form a subregional planning body.
6. Once established, subregional planning bodies should develop a subregional strategy to address the following issues:
  - o subregional development form: urban development strategy
  - o natural resource protection / management
  - o subregional mobility
  - o subregional jobs-housing balance · housing supply

- and affordability
- o coordinated planning among cities and with adjacent counties

Other functions of the subregional planning bodies could include:

- o brokering of local housing needs allocations for jurisdictions wishing to "share" housing development responsibilities
  - o negotiation of a revenue sharing plan
  - o Congestion Management Planning functions
  - o Local Agency formation Commission functions.
7. There are planning issues of regional importance that affect the whole of the Bay Area. Some of these issues are:
- o regional pattern of development
  - o regional mobility
  - o adequate housing supply and affordability
  - o coordination of jobs and housing development
  - o regional open space and agricultural land preservation
  - o social and economic vitality and equal opportunity
  - o coordination of infrastructure and major facility planning and siting with expected timing of development.

Regional goals and policies should be structured upon plans of cities, counties and subregions and seek to reconcile and coordinate planning issues that transcend single cities and counties. A regional planning body should review and advise local and subregional agencies on their consistency with regional needs and state policies. Local and subregional bodies should review their plans to assure consistency with developed regional goals and policies.

### **Consolidation of Single-Purpose Agencies**

8. Land use, transportation and air quality planning issues are inseparably inter-related. A plan shall be developed

for the purpose of merging and streamlining the functions of the Association of Bay Area Governments and the Metropolitan Transportation Commission. Prior to actual merger, the policies in this plan shall ensure that:

- o any successor agency shall have no additional powers other than those currently vested in the existing agencies
- o activities shall be structured so as to achieve cost-reductions relative to the expenditure levels of existing agencies
- o the efficiency of the plans, planning process and the organization are increased

The plan for merger shall be submitted to ABAG's General Assembly and the Metropolitan Transportation Commission for a ratification vote. In the future, it may be appropriate to consolidate some or all of the functions of other agencies.

9. Local elected city and county representatives will constitute the governing board of any merged regional body and be appointed by each subregional planning body.
10. A public advisory board to the regional body will be established and attempt to reflect the gender, ethnic and economic diversity of the region. In addition, a technical advisory committee to the regional body will be established comprised of technical personnel from the staff of the agencies in the subregion.

### **Conflict Resolution**

11. Conflict resolution mechanisms are needed to negotiate compromise when jurisdictions disagree about such issues as appropriate mitigation for project impacts, facility siting, etc. The resolution process should stress early negotiation (conflict avoidance). Conflicts should be resolved at the lowest level possible; first among disputing agencies, second by a subregional body and finally by the regional planning body.

## **Fiscal Reform**

12. Financial and other incentives are preferred as a means of achieving compliance with state, regional, and subregional goals.
13. Statewide fiscal reform is needed to offset revenue-driven development policies. In addition, the state should establish stable state, regional, subregional and local funding sources for growth management and planning functions.
14. Existing law allows revenue sharing. Subregions may consider a revenue sharing plan to reduce the incentive for fiscal land use planning at the expense of other needs.

## **Housing**

15. The housing needs determination process should be restructured to better integrate overall regional and subregional growth management strategies. In addition, the housing element review process should pay greater attention to performance and less to process. The state should delegate housing element review and certification to the regional planning body, if the governing board of the regional planning body elects to take on such responsibility.



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*jmc 11/02/98*

ADOPTED 4-25-02

55 Ayes

3 Abstentions (Cities)

6 Ayes

1 Abstention (Counties)

**ASSOCIATION OF BAY AREA GOVERNMENTS  
GENERAL ASSEMBLY  
SPRING 2002**

**RESOLUTION NO. 05 - 02**

**WHEREAS**, nine counties and one hundred cities of the San Francisco Bay Area are united through the Association of Bay Area Governments (ABAG), voluntarily formed over forty years ago in 1961; and

**WHEREAS**, ABAG was formed to promote regional cooperation and collaboration and protect local control; and

**WHEREAS**, SB 1243 (Torlakson) seeks to foster the creation of a regional vision and of a regional plan for the Bay Area by merging ABAG and the Metropolitan Transportation Commission (MTC); and

**WHEREAS**, this General Assembly adopted the *Platform on Growth Management* (1992) supporting a merger of the two agencies; and

**WHEREAS**, ABAG has demonstrated, and continues to demonstrate, the will and commitment necessary to adopt regional policies in the form of the *Environmental Management Plan* (1978), the *Platform on Growth Management* (1992) and *Housing Needs Determination* (1980) and (2001), and to engage in comprehensive regional cooperation and planning projects such as *Blueprint 2001: Housing Element Ideas and Solutions to a Sustainable and Affordable Future*, the *Interregional Partnership*, the *CalFed Taskforce*, the *San Francisco Estuary Project*, the *Hazardous Waste Allocation Committee*, the *San Francisco Bay Trail*, and the *Smart Growth Strategy*; and

**WHEREAS**, ABAG has created and maintains critical local and regional information on population, employment, housing and land use patterns, and on hazardous materials, water supply, wastes, natural hazards, infrastructure and other natural resources; and

**WHEREAS**, the current version of SB 1243 dated April 22, 2002 provides for the merger of ABAG and MTC by transferring ABAG's statutory regional land use responsibilities, including housing needs determination and the Interregional Partnership, to MTC; and

**WHEREAS**, in so doing, the current version of SB 1243 transfers regional planning responsibilities from ABAG, a regional multi-purpose joint powers agency formed by local governments, to a single-purpose state-created agency; and

**WHEREAS**, the current version of SB 1243 would downgrade this General Assembly to "an advisory body [to MTC] for land-use functions"; and

WHEREAS, any regional plan must rest on a partnership of the local governments to create a regional vision, and the policies to advance that vision, and on a comprehensive and integrated planning process.

NOW THEREFORE, BE IT RESOLVED by the General Assembly of the Association of Bay Area Governments that it:

- opposes SB 1243 as amended April 22, 2002, and
- urges the author and Legislature to revise the bill to meet the criteria set forth in the final "whereas" clause of this resolution.

**PASSED AND ADOPTED THIS 25th day of April, 2002.**

**SIGNED:**

Original Signed by  
Gwen Regalia, President

Original Signed by  
Eugene Y. Leong, Secretary-Treasurer

**ASSOCIATION OF BAY AREA GOVERNMENTS  
EXECUTIVE BOARD  
MAY 16, 2002**

**RESOLUTION NO. 07 - 02**

**WHEREAS**, nine counties and one hundred cities of the San Francisco Bay Area are united through the Association of Bay Area Governments (ABAG), voluntarily formed over forty years ago in 1961; and

**WHEREAS**, SB 1243 (Torlakson) seeks to foster the creation of a regional vision and of a regional plan for the Bay Area by merging ABAG and the Metropolitan Transportation Commission (MTC); and

**WHEREAS**, the General Assembly adopted the *Platform on Growth Management* (1992) supporting a merger of the two agencies; and

**WHEREAS**, ABAG has demonstrated, and continues to demonstrate, the will and commitment necessary to adopt regional policies in the form of the *Environmental Management Plan* (1978), the *Platform on Growth Management* (1992) and *Housing Needs Determination* (1980) and (2001), and to engage in comprehensive regional cooperation and planning projects such as *Blueprint 2001: Housing Element Ideas and Solutions to a Sustainable and Affordable Future*, the *Interregional Partnership*, the *CalFed Taskforce*, the *San Francisco Estuary Project*, the *Hazardous Waste Allocation Committee*, the *San Francisco Bay Trail*, and the *Smart Growth Strategy*; and

**WHEREAS**, ABAG has created and maintains critical local and regional information on population, employment, housing and land use patterns, and on hazardous materials, water supply, wastes, natural hazards, infrastructure and other natural resources; and

**WHEREAS**, the current version of SB 1243 dated April 22, 2002 provides for the merger of ABAG and MTC by transferring ABAG's statutory regional land use responsibilities, including housing needs determination and the *Interregional Partnership*, to MTC; and

**WHEREAS**, in so doing, the current version of SB 1243 transfers regional planning responsibilities from ABAG, a regional multi-purpose joint powers agency formed by local governments, to a single-purpose state-created agency; and

**WHEREAS**, the Spring 2002 General Assembly adopted Resolution 05-02 opposing SB 1243 in its current form and urges the author to amend the bill so that it rests on a partnership of the local governments to create a regional vision, and the policies to advance that vision, and on a comprehensive and integrated planning process; and

**WHEREAS**, the Legislation and Governmental Organization Committee recommends adoption of the attached "Statement Of ABAG Support For Legislation To Merge Land Use And Transportation Planning In The Bay Area" stating ABAG's support for, commitment to, specific changes in SB 1243, or for any legislation incorporating such changes.

**NOW THEREFORE, BE IT RESOLVED** by the Executive Board of the Association of Bay Area Governments that it hereby adopts the attached "Statement Of ABAG Support For Legislation To Merge Land Use And Transportation Planning In The Bay Area", urges the Legislature to amend SB 1243 in the manner described therein, and commits to the actions described therein if required by any merger legislation meeting the criteria set forth therein .

**PASSED AND ADOPTED THIS 16<sup>th</sup> day of May, 2002.**

**SIGNED:**

\_\_\_\_\_  
Gwen Regalia, President

\_\_\_\_\_  
Eugene Y. Leong, Secretary-Treasurer

## STATEMENT OF ABAG SUPPORT FOR LEGISLATION TO MERGE LAND USE AND TRANSPORTATION PLANNING IN THE BAY AREA

**Background** – Unlike the rest of California, responsibility for regional planning in the San Francisco Bay Area is split between the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). ABAG is a joint powers agency comprising the 9 counties and 100 of the 101 cities in the region. In the 41 years since its creation, ABAG has developed expertise in, and has been working collaboratively with local governments to build consensus on land use, housing, environmental protection, resource conservation, economic development, social equity, fiscal policy, and other issues of regional concern. MTC is responsible for regional transportation planning and the allocation of federal and state transportation funds.

Effective 2004, the current version of the bill –

- ◆ renames MTC as the Bay Area Land Use and Transportation Commission
- ◆ transfers all of ABAG's statutory land use responsibilities to MTC, including housing needs determination and the Interregional Partnership
- ◆ requires the commission to prepare a five year "long-range policy plan" for the Bay Area
- ◆ requires the commission to develop a "blueprint for combining regional functions" in the Bay Area.

**Position** – ABAG has a longstanding policy of support for the integration of transportation planning with other comprehensive regional planning issues. Its General Assembly, comprising delegates from all its members, adopted such a policy in 1992. ABAG will support legislation consistent with this adopted policy. To address some of the concerns apparent from the author's amendments to date, ABAG has committed to the following if required by subsequent versions of SB 1243, or alternative legislation merging regional transportation planning with other comprehensive regional planning functions currently undertaken by ABAG:

- A. ABAG's participation in a study or plan for merging regional transportation planning with ABAG's regional planning functions within a set timeframe,
- B. Merging operations and personnel with MTC within a set timeframe,
- C. Integrating or merging ABAG's and MTC's governance structures if such structure is both large enough and diverse enough to permit collaborative consensus building on regional issues and to provide for local leadership on regional goals, and
- D. Participating in the creation of a comprehensive regional plan provided it occurs under the aegis of the governance structure described in item C and timing and resource issues are addressed.

Contact: Patricia Jones, ABAG, (510) 464-7933; E-mail: [patj@abag.ca.gov](mailto:patj@abag.ca.gov)  
Kenneth Moy, ABAG, (510) 464-7914; E-mail: [kennethm@abag.ca.gov](mailto:kennethm@abag.ca.gov)



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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

## *Memorandum*

TO: Bay Area CMA Association

DATE: October 25, 2002

FR: Jeff Georgevich

W.L:

RE: Traffic Engineering Technical Assistance Program (TETAP)

TETAP was created in 1993 to help Bay Area jurisdictions improve the operation of arterial roads. Through TETAP, MTC retains consultants to provide traffic engineering assistance and expertise to local jurisdictions for specific projects that they identify. To date, MTC has funded nearly 160 projects through TETAP, and currently funds about 15 projects per year using \$220,000/year of STP funds programmed in the TIP. Individual TETAP grants are typically in the \$10,000 - \$20,000 range. Annual surveys of grant recipients indicate that TETAP is very popular with local agencies.

TETAP applications are classified as either operational projects such as signal coordination, safety projects such as the analysis of high collision locations, or planning projects such as development of technical information to support grant applications. Between 1998 and 2001, 64 TETAP projects were funded, including 38 operational projects, 9 safety projects, and 17 planning projects. During this period, 271 signals were coordinated using \$327,000, for an average of 68 signals/year at an average cost of \$1200/signal.

The Bay Area has approximately 7,000 traffic signals, and about half of them currently operate in coordinated systems. Another 2500 are close enough to another signal for coordinated operation. The efficiency and emissions reductions benefits of coordinated signal systems diminish as traffic volumes and patterns change. On average, signal coordination plans should be updated every 3-5 years in order to maintain their beneficial impacts.

In order to retune traffic signals at least once every five years, the 2001 RTP expands TETAP to add \$1.2 million/year for the Arterial Signal Retiming program. This program should enable the region to retune 1,200 signals per year. During 2003, MTC will work with the Arterial Operations Committee to develop the procedures and criteria for implementing the Arterial Signal Retiming program.

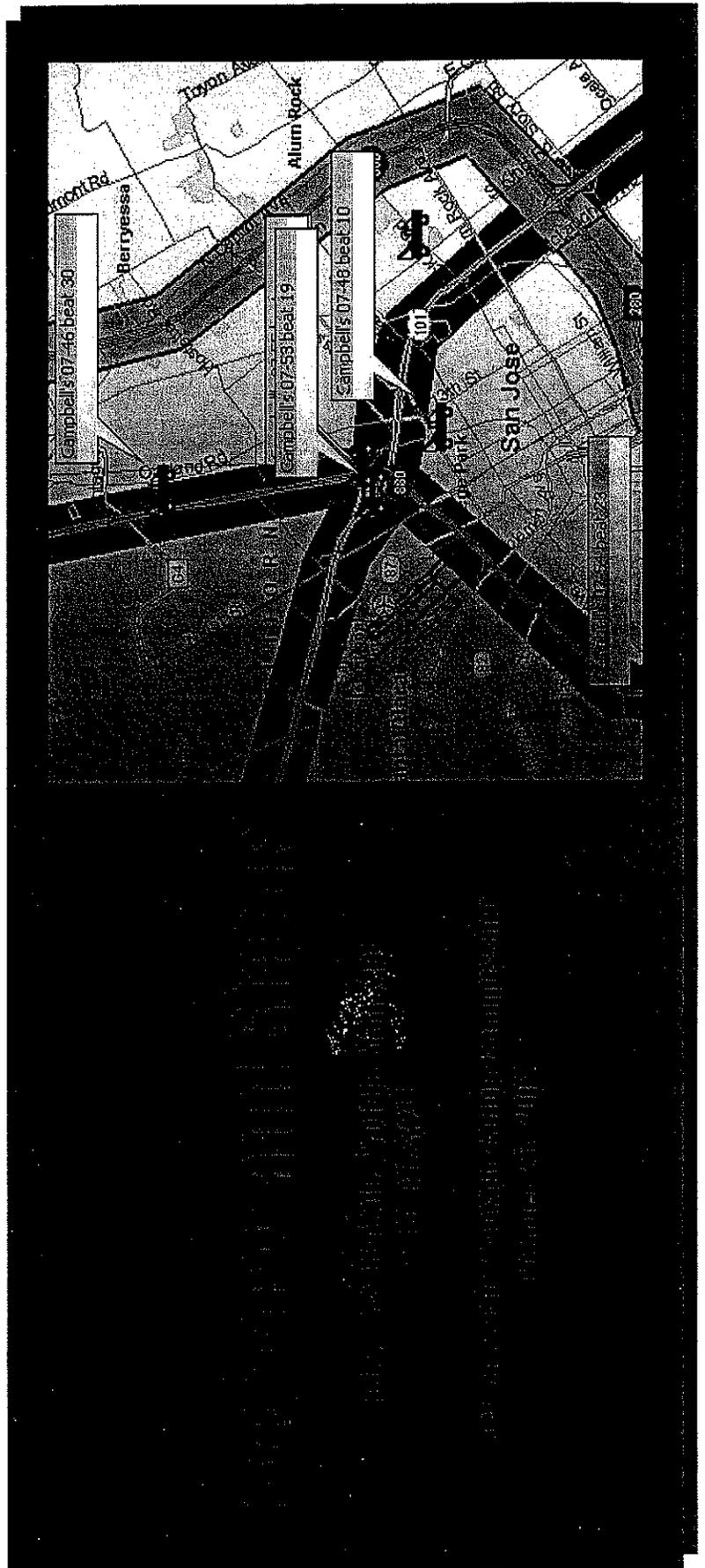
**STATE OF THE SYSTEM IN 2000**  
**Traffic Signals**

County	No. of Signals			Coordinated			Uncoordinated Within 1/4 Mile of Another Signal		
	Total	On MTS	Non-MTS	Total	On MTS	Non-MTS	Total	On MTS	Non-MTS
Alameda	1,642	1,130	512	891	663	228	590	370	220
Contra Costa	918	658	260	415	342	73	341	223	118
Marin	212	155	57	111	80	31	74	57	17
Napa	82	70	12	19	18	1	39	33	6
San Francisco	1,161	862	299	1,059	862	197	48	0	48
San Mateo	571	419	152	291	251	40	217	124	93
Santa Clara	1,780	710	1,070	606	-	-	876	-	-
Solano	304	150	154	68	33	35	178	82	96
Sonoma	377	274	103	78	75	3	202	126	76
<b>Total</b>	<b>7,047</b>	<b>4,428</b>	<b>2,619</b>	<b>3,538</b>	<b>-</b>	<b>-</b>	<b>2,565</b>	<b>-</b>	<b>-</b>
<b>Percentage of Total No. of Signals</b>	<b>-</b>	<b>63%</b>	<b>37%</b>	<b>50%</b>	<b>-</b>	<b>-</b>	<b>36%</b>	<b>-</b>	<b>-</b>

Notes:

1. May Be Coordinated = uncoordinated signal within 1/4-mile of another signal
2. Data on MTS and non-MTS location of coordinated signals not available for Santa Clara County.

# Freeway Service Patrol



## **FSP Partnership**

- **MTC- tow contract and overall project management**
- **CHP- dispatching, field supervision and driver training**
- **Caltrans- program review and invoicing**

# **Project Profile**

# **Freeway Service Patrol**

- **76 trucks on 33 beats**
- **450 miles of freeway system covered**
- **116,000 assists per year**
- **10 minute average response time**
  
- **Current project budget is \$6.6 million**

# 2001 Benefits

# Freeway Service Patrol

<u>County</u>	<u>Assists</u>
Alameda	39,668
Contra Costa	21,887
Marin	7,237
Napa	209
Santa Clara	24,029
San Francisco	2,953
San Mateo	13,280
Solano	2,203
Sonoma	2,186

## **FSP Expansion**

- **Lengthen Peak Period Hours**
- **Add Trucks on Existing Beats**
- **Expand Beats**
- **Add Weekend & Midday Hours**

# FSP Project Costs

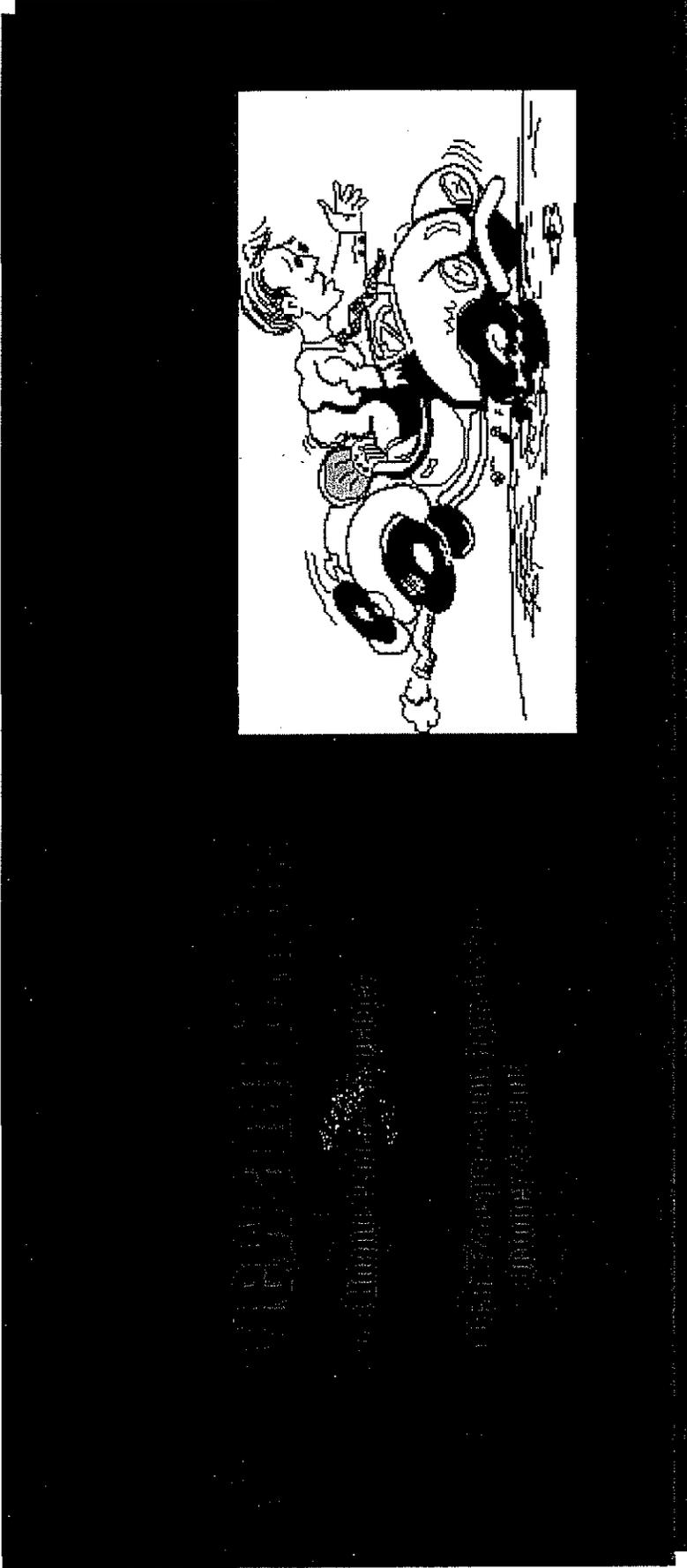
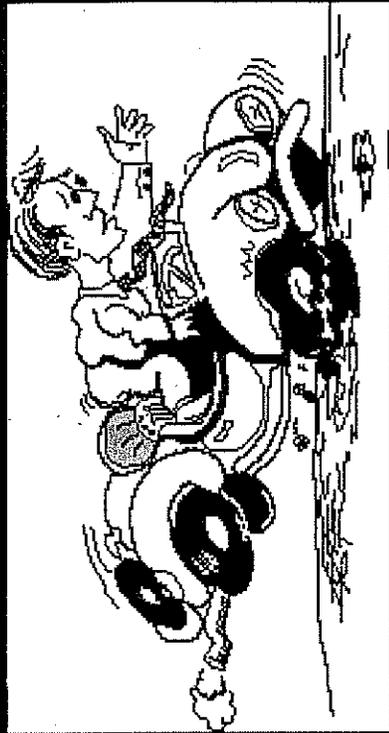
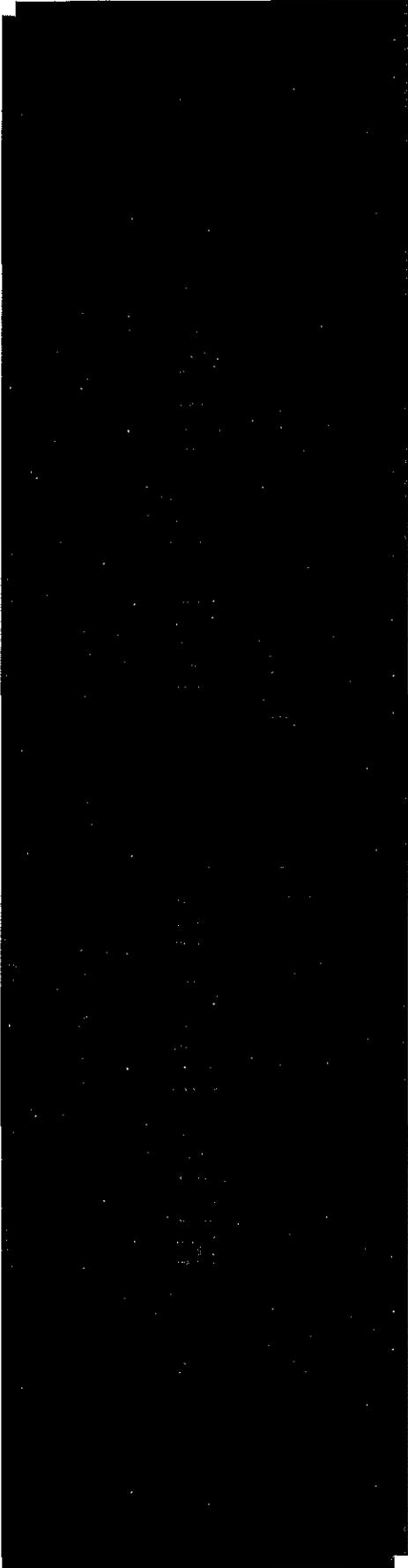
# Freeway Service Patrol

	<u>FY 03</u>	<u>FY 04</u>	<u>FY 05</u>	<u>FY 06</u>	<u>FY 07</u>	<u>FY08</u>
<b>Expenditures</b>	<b>\$8.20</b>	<b>\$10.20</b>	<b>\$11.90</b>	<b>\$13.20</b>	<b>\$13.00</b>	<b>\$13.20</b>
<b>Revenues</b>						
<b>State</b>	<b>\$4.90</b>	<b>\$4.90</b>	<b>\$4.90</b>	<b>\$4.90</b>	<b>\$4.90</b>	<b>\$4.90</b>
<b>CMAQ</b>	<b>\$0.75</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>	<b>\$1.50</b>
<b>SAFE</b>	<b>\$2.55</b>	<b>\$3.80</b>	<b>\$5.50</b>	<b>\$6.80</b>	<b>\$6.60</b>	<b>\$6.80</b>
<b>TOTAL REVENUES</b>	<b>\$8.20</b>	<b>\$10.20</b>	<b>\$11.90</b>	<b>\$13.20</b>	<b>\$13.00</b>	<b>\$13.20</b>

*\*ALL FIGURES IN MILLIONS*

## **Motorist Aid Program**

- **Call Box Program**
- **CHP Radio Interoperability**
- **CCTV Upgrade**



# **PMP Background**

**P-TAP**

- **Pavement Management Program (PMP)**
  - **PMP Software**
    - **103 out of 109 local jurisdictions uses the software**
    - **Funded by MTC funds**
  - **User Support, Meeting, Training**

# **P-TAP Background**

**P-TAP**

- **Pavement Management Technical Assistance Program (P-TAP):**
  - **Assists local jurisdictions in using the pavement management software**
  - **Helps jurisdictions identify current condition of local streets & roads**
  - **Identify effective pavement repair programs**
  - **Assist in determining funding needs for local streets & roads**

# **Achievements**

**P-TAP**

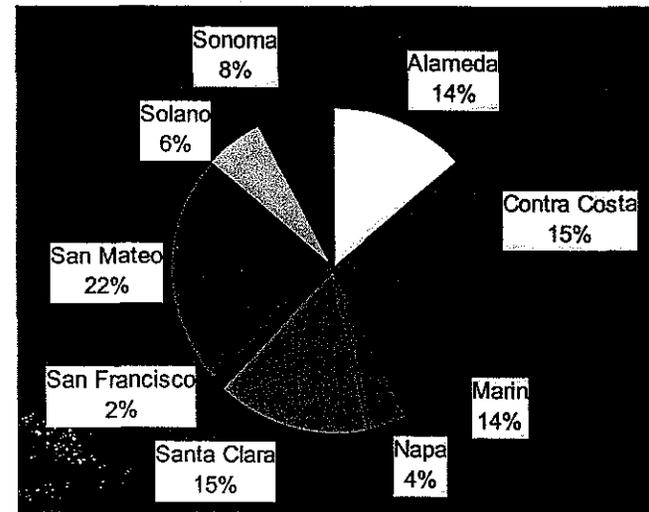
- **Assisted 91 different Bay Area jurisdictions**
- **Improve regional needs and shortfall projections**
- **Received positive feedback from local jurisdictions**

# Project Distribution

**P-TAP**

## Number of P-TAP Projects, by County

<u>County</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Rd 3</u>	<u>Rd 4</u>	<u>Total</u>
Alameda	4	2	7	5	18
Contra Costa	3	8	6	3	20
Marin	4	4	4	6	18
Napa	3	0	0	2	5
Santa Clara	2	6	8	4	20
San Francisco	0	0	1	1	2
San Mateo	6	8	5	11	30
Solano	3	1	0	4	8
Sonoma	2	3	1	4	10
<b>Region Totals</b>	<b>27</b>	<b>32</b>	<b>32</b>	<b>40</b>	<b>131</b>



# Budget

- **Current PTAP Budget**
  - **\$500,000 – STP**
  - **Match from local jurisdictions**
  
- **Starting FY 2003/04, will be \$700,000 annually**
  - **Increased Scopes (GIS Applications)**
  - **Continual Maintenance Cycle for PMP**
  - **More jurisdictions requesting assistance**



DATE: November 3 , 2002  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: TIP Conformity Status

**Background:**

A lawsuit that challenges EPA's finding that the mobile source emissions budget in the 2001 Ozone Attainment Plan is adequate to "conform" to federal air quality standards was heard by the Ninth Circuit Court on October 7, 2002. As expected, the Court did not act on the temporary stay of EPA's finding that was issued on July 23, 2002. The timing on a ruling by the Court is unknown. Because of the stay, MTC does not have an approved budget on which to conform the TIP; therefore, MTC cannot approve the TIP until the issue is resolved or the stay lifted by the court.

**Discussion:**

The impact of the Court's temporary stay is the 2001 TIP for the Bay Area lapsed on October 5, 2002. MTC developed an "Interim" TIP that includes projects that do not have an impact on air quality (exempt projects) and projects necessary to meet Transportation Control Measures (TCMs). The Interim TIP was approved by the Commission on October 23, 2002 and was forwarded to Caltrans and will subsequently be sent to FHWA for review/approval.

Any project that increases capacity (e.g., adding lanes) is not included in the Interim TIP. Of major concern is the Auxiliary Lanes project on I-80 that was scheduled to start construction next year with completion in 2005 to coincide with the opening of the Benicia-Martinez Bridge.

**Recommendation:**

Informational.



DATE: November 3 , 2002  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: Highway Projects Status Report  
1) I-80/I-680/SR 12 Interchange  
2) North Connector  
3) I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7  
4) I-80/I-680/I-780 Transit Corridor Study  
5) Caltrans Auxiliary Lanes Project  
6) Highway 37  
7) Highway 12 (Jameson Canyon and 12/29 Interchange)  
8) Highway 12 (East)  
9) I-80 Widening (Dixon to Vacaville)

**Background (I80/680/780 Corridor):**

Since January 2001, the STA has been working with project consultants and Caltrans to complete the *I-80/I-680/I-780 MIS/Corridor Study*. The MIS/Corridor Study has been divided into 7 segments for more efficient and effective evaluation. The Segment 1 study is complete. Two “independent” projects evolved from the Segment 1 study – the I80/680/12 Interchange and the North Connector projects. The initial analysis for Segments 6-7 is complete and the final portion of the Corridor Study will start soon.

**Discussion:**

1) *I-80/I-680/SR 12 Interchange*. A joint venture of MTCo/Nolte was selected for the I80/680/12 Interchange PA/ED. The kick-off meeting for project was held on October 17, 2002 and work has commenced. The study to evaluate the truck scales relocation is included in this project. The truck scales relocation study is scheduled for completion in Spring 2003. The PA/ED phase of this project will not be complete until late 2006.

2) *North Connector*. Korve Engineering was selected for the PA/ED phase for the North Connector. The kick-off meeting for the project was held in conjunction with the Interchange project on October 17, 2002 and work has commenced. The PA/ED phase of this project is scheduled for completion in December 2004.

3) *I-80/I-680/I-780 MIS/Corridor Study, Segments 2-7*. Korve Engineering, Inc. was selected to complete the last phase of the I-80/680/780 Corridor Study. The operational analysis phase of segments 6-7 will be part of this study and will facilitate integrating all segments of the corridor into a final summary document that recommends project phasing for the whole corridor. The summary document will also incorporate the findings/recommendations from the Transit Corridor Study (see below) and the Truck Scales Relocation Study into recommendations for the

corridor. The pre-award audit is currently underway at Caltrans. The study is scheduled to start in early 2003.

4) *I-80/I-680/I-780 Transit Corridor Study*. Wilbur Smith Associates was selected to complete the I-80/680/780 Transit Corridor Study, a complementary study to the highway corridor study. The Transit Corridor Study will evaluate transit needs for the entire interstate corridor and develop detailed, multi-modal implementation strategies and cost estimates along the entire corridor. The study is scheduled to start in early 2003 and will be closely coordinated with the I-80/680/780 Corridor Study.

5) *Caltrans Auxiliary Lanes Project*. Design for this project is scheduled to be complete in November 2003 with a proposed construction start in Spring 2003; however, this project is not included in the Interim TIP and cannot proceed until the lawsuit against EPA is resolved. This project adds one lane in each direction between I-680 and SR 12 East and also provides a two-lane ramp between I-80 and I-680 in both directions.

6) *Highway 37*. Phase 2 is under construction and proceeding on schedule. Phase 3 is scheduled to start construction in February 2003. A \$5.4M claim has been filed for additional work and differing site conditions on the sewer work previously completed. See attached report from Collison Engineering for more information.

7) *Highway 12 (Jameson Canyon and 12/29 Interchange)*. Caltrans is currently in the PA/ED phase for the project. The environmental phase of this project is being coordinated with efforts for the I-80/680/12 Interchange and the North Connector projects to ensure consistency of the three environmental documents. See attached report from Collison Engineering for more information.

8) *Highway 12 (East)*. Three projects are currently underway between Suisun City and Rio Vista. Two of the projects profile improvements and shoulder widening to correct safety deficiencies. These projects are in the preliminary design phase. The third project to replace the Round Hill Creek Bridge is under construction and ahead of schedule with an estimated completion date of December 2002. See attached report from Collison Engineering for more information.

9) *I-80 Widening (Dixon to Vacaville)*. The project is in the PA/ED phase with Caltrans. The Value Analysis report was distributed in October for review by Dixon, Vacaville, Solano County and the STA. This project is funded through the PS&E phase. See attached report from Collison Engineering for more information.

**Recommendation:**

Informational.

Attachment

**PROJECT STATUS REPORTS - AUG & SEPT 2002**

*(Please note that bold type indicates new or edited items)*

**HIGHWAY 37**

**Background:**

- The Hwy 37 Project is divided into two phases:
  - a) Phase 2 includes “4-laning” from Napa River bridge to the Hwy 29 intersection.
  - b) Phase 3 includes the Hwy 37 / Hwy 29 Interchange
- The design work for all phases of this project has been completed.
- **Phase 2 is currently under construction; Phase 3 construction is scheduled to start in February 2003.**
- This project has absorbed much of Solano County’s STIP budget for the last 10 years.
- **Preparatory work for this project included a sewer relocation project by Vallejo Sanitation & Flood Control District (VSFCD).**

**Recent Activity:**

- The construction of Phase 2 started in March 2002, the contractor is OC Jones. **The construction is progressing on schedule except for some tension cracks in surcharged areas which could result in delays.**
- Phase 3 was submitted at the June CTC meeting. A separate \$2.8M Highway Planting project in Fiscal Year 05/06 has been split out of the Phase 3 budget.
- **VSFCD contractor Rados Construction has submitted a total claim (including change order force account) of \$5.4M. VFSCD is preparing a counter claim and both parties have agreed to arbitration/mediation**

**Next Steps:**

- Phase 3 will be advertised for construction in Sept/Oct 2002. Construction is scheduled to start in February 2003.
- VSFCD is preparing to counter Rados Construction’s \$2.5M claim (this is additional to the change order force account work). The total claim is \$5.4M. The arbitration/mediation for the sewer line will be held on December 02 & 03, 2002.
- **A formal pre-mediation settlement conference will be held on November 06, 2002 to remove some ancillary claims.**

### Issues:

- Rados Construction has submitted claims totaling \$5.4M for the cost of the sewer microtunnelling work. Both Rados and VSFCO have agreed to binding arbitration/mediation. The binding arbitration/mediation has been rescheduled from July 01 & 02 to December 02 & 03 at the request of VSFCO lawyers.

### Action Items:

- Monitor the mediation/arbitration for the sewer relocation.
- **Monitor the construction of the phase 2 project.**

### Comments:

- Rados submitted a very large claim one day before the arbitration/mediation was originally scheduled to start. VSFCO have requested time to prepare a counter-claim, and the arbitration/mediation has been delayed until December 2002. It is possible that the lawyers may request further delays, and/or that the issue will be resolved in court.
- **Much of the Rados' \$5.4M claim is unreasonable and will be challenged by VSFCO, but the final cost to the project could range between \$0 and \$5M. The claims and counter claims are currently being reviewed by Caltrans Claims Committee.**
- \$2.8M has been allocated for highway landscaping and planting in 05/06. This money has been garnered out of the existing project budget, and will not be an additional charge.

## **HWY 12 (JAMIESON CANYON) & 12/29 INTERCHANGE**

### **Background:**

- Caltrans is preparing PA&ED (Project Report and Environmental Document) for Highway 12 (Jamieson Canyon) and the 12/29 Interchange.
- The project consists of “4-laning” Highway 12 through Jamieson Canyon from the intersection with Red Top Road (adjacent to I-80) to the intersection with SR 29. **The Project includes the 12/29 and Red Top Road interchanges.**
- **Caltrans original schedule anticipated environmental clearance in 2005, and construction in 2009. STA and NCTPA are working with Caltrans to accelerate this schedule.**
- **Funding may become the critical path for the subsequent phases of the project. The project will receive funds from the proposed Solano County Sales Tax Measure if it passes in the November 2002 ballot.**

### **Recent:**

- **Caltrans has received replies from 115 of the 118 property owners. 103 property owners have granted rights of entry to Caltrans, and 12 have denied them.**
- **Caltrans has decided to continue preparing the project without the 12 outstanding properties, and to accept some degree of attendant risk. One of the risks is the possibility that FHWA would not sign off on an Environmental Document without studies on the 12 parcels. Caltrans can justify proceeding with the project because of the similarity between the outstanding parcels and the adjacent studied parcels on each side.**
- **Caltrans is also looking at concurrently pursuing legal proceedings to acquire the outstanding rights of entry. However, even if successful, the legal process could cause delays to the project.**
- **Caltrans has prepared three alternatives for Hwy 12, all closely based upon the existing alignment. Median widths for the alternatives are 23m (75’), 13.8m (45’), and 6.6m (22’). STA & NCTPA will continue to encourage Caltrans to consider lesser median widths thereby reducing costs and impacts.**
- **Caltrans is currently working on frontage road designs and accesses for property owners.**

- The Red Top Road Interchange will be included in this project, and will serve as the eastern limit. The western limit will be the 12/29 Interchange.
- **Caltrans is preparing four alternatives for the 12/29 Interchange including a partial cloverleaf, a flyover, a tight diamond, and a singlepoint interchange. The draft alignments are complete, and the profiles are being prepared.**
- **Caltrans has hired URS to help complete the environmental studies by Sept/Oct 2003.**

### Next Steps:

- **Caltrans will meet with FHWA within the next 2 weeks to make sure they are “on board”. The NOP / NOI will be revised by the first week of November to add the 12/29 and Red Top Road Interchanges. A revised scoping meeting will be held with FHWA in December 2002.**
- **Caltrans will hold a 5 day VA meeting to analyze the Red Top Road interchange in February 2003.**

### Issues:

- Coordination with I-80 / I-680 project and north connector project. Consistency for the three Environmental Documents is critical.
- **Caltrans “Purpose & Need” is still a draft document. By this stage of the project the “purpose and need” should be established and agreed.**
- Caltrans is trying to prepare a draft environmental study by fall 2003. This is a more aggressive schedule, and if achieved, will facilitate applying for STIP funding in 2004 and also shorten the project schedule.
- **To complete the draft environmental document by the end of 2003, the technical reports will be required by May 2003. The various Caltrans functional units are aware of these dates and working to this schedule.**
- Napa County’s interim project to improve the Hwy 12/29 intersection is proceeding in expectation of securing funding from Caltrans. Construction scheduled for 2004. **Caltrans has committed (January 2002) to provide construction funding either through a mid term SHOPP cycle or using G13 funds.**

### Action Items:

- Continue to work with Caltrans to identify potential cost and schedule reductions.
- Continue to coordinate with the adjacent North Connector & I80/680 Interchange projects.
- Continue to encourage Caltrans to prepare draft environmental studies by fall 2003.
- **Monitor contacts with FHWA to confirm their “buy in” on project scope, rights of entry, and “purpose & need”.**
- **Monitor progress of technical reports (needed by May 2003).**
- **Reconfirm Caltrans commitment (January 2002) to provide 2004 construction funding for the interim 12/29 intersection.**

### Comments:

- It is important that a detailed schedule for the environmental process is created, adopted, and followed by Caltrans. Citizen’s groups in Napa are expressing concerns about the schedule (construction 2009 – 2012), and asking if it can be accelerated.
- Caltrans is always very reluctant to commit to an expedited schedule, however if the draft studies are completed in 2003, then the approved Environmental Document should be completed in 2004.
- If ED is complete in 2004, then Design & R/W should be complete by 2007 (and construction could start in 2007). Funding availability will probably control the schedule.
- **Caltrans appears to have ruled out the option of an at-grade intersection for the 12/29 Interchange (the intersection would require triple left turn lanes).**
- **Funding for construction of the project may be dependent upon the success of the Solano County Sales Tax Measure (on the November 2002 ballot).**

## • HIGHWAY 12 (EAST) PROJECTS

This work has been divided into 3 separate projects:

- 1) EA OT0900 – Road Rehabilitation from Scandia to Denverton Overhead (6.8 miles).
- 2) EA OT1010 - Road Rehabilitation from Denverton Overhead to Currie Road (5.9 miles).
- 3) EA OT1021 – Replacement of Round Hill Creek Bridge.

### Background:

- EA OT0900 – Scandia to Denverton – the project consists of road rehabilitation, profile improvement, shoulder widening, drainage modifications.
- EA OT1010 – Denverton to Currie – the project consists of overlay, profile improvement, turn lane, intersection widening, drainage modifications.
- EA OT1021 – Replacement of Round Hill Creek Bridge – this was originally part of the Denverton to Currie section but required an expedited schedule.

### Recent Activity:

- The Fairy Shrimp surveys are currently the critical path for the two projects in the PA/ED phase. Caltrans met in the field with USFW and have agreement to do dry season surveys. Communication channels between Caltrans & USFW now open. Schedule unchanged.
- EA OT0900 – Scandia to Denverton – preliminary design is underway; NegDec/FONSI under preparation.
- EA OT1010 – Denverton to Currie – preliminary design is underway; NegDec/FONSI under preparation.
- **EA OT1021 – Replacement of Round Hill Creek Bridge. The construction is ahead of schedule (scheduled for completion in Sept 2003). It is anticipated that the bridge will be completed in mid November 2002, and the project paved and complete in December 2002.**

### Next Steps:

- EA OT0900 – Scandia to Denverton – prepare preliminary design and NegDec/FONSI.
- EA OT1010 – Denverton to Currie – prepare preliminary design and NegDec/FONSI.
- **EA OT1021 – Replacement of Round Hill Creek Bridge – completion anticipated in December 2002.**

### Issues:

- EA OT0900 – Scandia to Denverton – delays due to entry permit difficulties and possible presence of fairy shrimp. Schedule anticipates PA & ED complete in 2004 and start construction in 2006.
- EA OT1010 – Denverton to Currie – delays due to entry permit difficulties and possible presence of fairy shrimp. Schedule anticipates PA & ED complete in 2004 and start construction in 2006.
- EA OT1021 – Replacement of Round Hill Creek Bridge – 1999 report identified essential bridge work, hence the expedited schedule.
- A court order is being processed to allow rights of entry for fairy shrimp studies.

### Action Items:

- Continue to monitor project progress and identify any critical issues.

### Comments:

- EA OT0900 – Scandia to Denverton – total anticipated cost is \$11.5M. Amount of allocated funding is \$8.5M. Apparent shortfall of \$3M. The fairy shrimp survey has become the critical path for this project.
- EA OT1010 – Denverton to Currie – total anticipated cost is \$25M. Amount of allocated funding is \$25M. The fairy shrimp survey has become the critical path for this project.
- EA OT1021 – Replacement of Round Hill Creek Bridge – total anticipated cost is \$1.7M. Amount of allocated funding is \$1.7M. **Construction started in March 2002, anticipated completion December 2002.**

## I-80 DIXON WIDENING

### Background:

- Project scope includes widening I-80 from 6 lanes to 8 lanes from Vacaville to Dixon (i.e. closure of gap in 8-lane freeway). The widening will be from Meridian Road in Vacaville to Pedrick Road in Dixon
  - The work will include widening the freeway to the outside, and probably upgrading the median & the barriers.
  - There are two other projects scheduled at this location:
    - a) Median Barrier Project – to remove existing cable barrier and replace with temporary K-rail.
    - b) **Solano Rehab. Project (a.k.a. Long Life Pavement) – to replace the outside (i.e. truck) lane with heavy-duty long-life pavement.**

### Recent Activity:

- Caltrans is preparing the Environmental Document and the Project Report (PA/ED). Three alternatives are being studied:
  - a) Widen freeway to outside, improve median to full standards.
  - b) Widen freeway to outside, construct 10' wide inside shoulders, leave K-rail in median.
  - c) Widen freeway to outside, leave median untouched.
- **Caltrans held a Value Analysis (VA) meeting on August 20, 2002 in Vacaville. The VA meeting included the various Caltrans functional groups plus STA, Solano County, and the cities of Dixon and Vacaville. The VA meeting enabled the local stakeholders to discuss the median and oleander issue.**

### *Next Steps:*

- **Caltrans has routed draft copies of the VA report for review, and the final document is expected before the end of 2002.**
- Caltrans has provided cost comparisons for the different median treatments. Keeping the oleanders in the median is estimated to cost an additional \$1M per mile (compared to removing them).

### Issues:

- ITIP funding (\$7M) has been re-confirmed to take the project through environmental process (PA&ED) and PS&E. Funding for construction (\$51M) has not been allocated.
- The treatment of the median is a “hot potato” in Solano County. It is understood that the City of Vacaville want to keep the oleanders, and that Caltrans and the City of Dixon would like to remove the oleanders and construct a single concrete median barrier.

### Action Items:

- **Need a consensus on how to deal with the oleanders in the medians. The decision will be based upon the VA study, and may result in different oleander treatments within the cities of Vacaville and Dixon.**
- **Need to monitor the Long Life Pavement project and persuade Caltrans to combine it with this project.**

### Comments:

- This project is funded with \$7M of ITIP. Caltrans intended to reduce this amount, but it was reinstated. The funding will be sufficient to complete PA&ED and PS&E.
- The PA&ED is scheduled to be complete in August 2003.
- **Construction funding has not yet been allocated, but will be dependent upon the proposed Solano County Measure E sales tax. Construction could be done in phases if funding is restricted.**
- There is a \$12M SHOPP-funded safety project to replace the existing cable barrier with temporary K-rail (on both sides of the oleander). PA/ED due December 2003, PS&E due December 2004.
- The Long Life Pavement Project currently applies only to the truck lane (i.e outside lane, #3 or #4). A PSSR/PSR is due in October 2002.
- **It is possible (and desirable) that the design phases of the I-80 Widening Project and the Long Life Pavement Project could be merged into a single project. Combining the projects would result in significant cost savings and considerably less disruption to traffic.**
- **Widening to the inside of the freeway would be significantly cheaper since the ramps would not need to be reconstructed. However, Caltrans intends to widen to the outside to be consistent with the adjoining sections of 8-lane freeway.**



DATE: November 3 , 2002  
TO: STA Board  
FROM: Mike Duncan, Director of Projects  
RE: Programming Schedules for Federal Cycle Funds  
and Regional Plans

**Background:**

Transportation funds are divided into a number of funding programs at the federal, state and local levels. The Metropolitan Transportation Commission (MTC), as the regional transportation planning and financing agency for the Bay Area, develops policies and implements programs to distribute federal and state funds to agencies throughout the region. Additionally, MTC directly manages the regional programs that affect all agencies within the Bay Area.

**Discussion:**

MTC has started planning for a number of funding and programming activities that will impact Solano County agencies, as well all agencies in the Bay Area. The following preliminary schedule shows an aggressive list of activities that will occur over the next few years:

TEA-3 First Cycle Programming (FY 03/04 & 04/05)	Oct 2002 – Sep 2003
Federal Transit Programming (FY 03/04 & 04/05)	Oct 2002 – Sep 2003
2004 RTP Development	Oct 2002 – Mar 2004
2004 STIP	Jan 2003 – Mar 2004
2005 TIP	Mar 2004 – Sep 2005

The TAC and Transit Consortium members will be key players in helping the STA Board and staff develop Solano County programs and projects to implement the policies developed by MTC, in cooperation with Partner Agencies, for the above activities. In Spring 2003, local agencies will be requested to submit projects consistent with the Comprehensive Transportation Plan for the federal funds (TEA-3 and Transit) and state funds (2004 STIP) that will be available to Solano County. A series of meetings will be scheduled for TAC and Consortium members during the upcoming months to provide input to the STA Board regarding these activities.

**Recommendation:**

Informational.



DATE: November 7, 2002  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Commute Profile 2002

**Background:**

Commute Profile is an annual survey of commuters who live in the nine-county Bay Area conducted by RIDES for Bay Area Commuters as part of MTC's regional rideshare program. It is unique among Bay Area surveys in its focus on commuters, their travel behavior and changes that occur over time. Commute Profile 2002 surveyed 3,643 adults (just over 400 in each of the nine counties including Solano County) over the age of 18 who are employed full-time (35 hours or more) outside the home. The employed residents sample on which Commute Profile 2002 is based has a normal sampling error rate of two percent at the regional level and five percent at the county level. The region wide population, based on employed residents, is estimated to be 3,500,000.

**Discussion:**

Local highlights of the Commute Profile report are outlined on attachments 1 and 2. The Solano highlights were forwarded to the STA Board along with the full report on October 28. This was done in preparation for the release of the Commute Profile 2002 (CP 02) to the media on Tuesday, October 29. RIDES was the lead agency on the release throughout the Bay Area.

Simultaneously and in coordination with RIDES, STA released CP02 to the Solano and Napa media. The attached relevant highlights of each of these two counties were forwarded to local print and radio media along with a press release, which offered the complete report to interested parties. An article appeared in the Vacaville Reporter and interest has been shown by the Daily Republic.

The Commute Profile report has been a very valuable report and used throughout the year for a variety of purposes.

**Fiscal Impact:**

None. This study is conducted and funded by RIDES for Bay Area Commuters.

**Recommendation:**

Informational

Commute Profile 2002  
**Solano Highlights**

*Commute Characteristics*

- At 47%, Solano has one of the highest percentages of residents who work outside the county. The top 3 destinations are Contra Costa, Alameda, and San Francisco counties.
- Solano has the longest average one-way commute at 25 miles; this is 9 miles above the regional average. This is the same as last year.
- Average travel speed increased for Solano residents who enjoyed the highest average speeds at 39mph.

*Commute Perceptions*

- Of Solano residents, 52% felt the commute has gotten worse versus 14% who thought the commute had gotten better in the past year. When asked why they thought it was worse, 73% responded it was due to increasing traffic. However, for the first time in three years the Bay Area-wide percentage of respondents who indicated their commute was “better now than it was a year ago” was greater than the percentage indicating their commute was “worse than it was a year ago” (29% vs. 25%).

*Commute Mode*

- Carpooling is the most prevalent commute mode (behind driving alone) in Solano County – 22% of Solano residents carpool (or vanpool) to work.
- Solano is one of only two counties in the Bay Area that has a carpooling rate over 20%.
- Solano has the highest vanpooling rate in the Bay Area.
- Transit usage for commuting remains relatively low at 2% in Solano County. (This does not measure the usage of transit for non-work trips.) The Bay Area average is 10%.

*Commute Influences*

- Carpool Lane Usage: Residents of Solano were most influenced by the availability of carpool lanes to carpool or use transit. These commuters were also the ones most likely to save time using the carpool lanes.
- Employer Influence: Employees who work for an employer who encourages the use of alternative modes are more likely to use an alternative mode.

## Commute Profile 2002 Napa Highlights

### *Commute Characteristics*

- Napa's 17 miles one-way average commute distance is very close to the Bay Area average of 16 miles.
- Napa residents had the second highest average speed at 37 mph.
- Over 30% of Napa residents work outside Napa County. The top 3 destinations are Solano, Marin, and Alameda counties.

### *Commute Perceptions*

- Although Bay Area wide the percentage of respondents indicated their commute was "better now than it was a year ago" was greater than the percentage indicating their commute was "worse than it was a year ago" for the first time in 3 years, in Napa this was not the case. Of Napa residents, 40% felt the commute has gotten worse versus 11% who thought the commute had gotten better in the past year.

### *Commute Modes*

- Carpooling is the most prevalent commute mode (behind driving alone) in Napa County – 19% of Napa residents carpool to work.
- With 19% of Napa residents carpooling, Napa has the third highest carpooling rate in the Bay Area.
- Transit usage for commuting remains relatively low at 2% in Napa County. (This does not measure the usage of transit for non-work trips.) The Bay Area average is 10%.

### *Commute Influences and Interests*

- Employer Influence: Employees who work for an employer who encourages the use of alternative modes are more likely to use an alternative mode.
- Napa residents were the most likely in the Bay Area to consider bicycling as a possible commute option.



DATE: November 7, 2002  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA members during the next few months. Also attached are summary fact sheets for each program.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Applications Due</u>
2003-2004 Elderly and Disabled Transit (Section 5310) Program	Kate Miller, MTC (510) 464-7722	Letters of Interest Due: November 15, 2002 Final applications due to STA February 26, 2003
Bicycle Transportation Account FY 2003/04	David Priebe, Caltrans (916) 653-0036.	December 1, 2002
Yolo Solano Air Quality Management District Clean Air Program	Jim Antone, YSAQMD (530) 757-3653	February 6, 2003



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*FUNDING OPPORTUNITY:*

**2003-2004 Elderly and Disabled Transit (Section 5310) Program**

Letters of Interest Due on November 15, 2002  
Applications Due in February 26, 2003

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TO: STA Board

FROM: Robert Guerrero, Associate Planner

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

Eligible Project Sponsors: Private non-profit organizations and public agencies under certain circumstances.

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 will score applications for this program in February 2003 and forward their recommendations to MTC. MTC will then review the PCC scores and forward a recommendation to Caltrans in March 2003.

Program Contact Person: Kate Miller, MTC, (510) 464-7722

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

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*FUNDING OPPORTUNITY:*

**Bicycle Transportation Account**

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Applications for FY 2002/03 Due: December 1, 2002

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TO: STA Board

FROM: Robert Guerrero, Associate Planner

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

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

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

**Funding Available:** \$7.2 million will be available for FY 2003-04. This program requires a 10% local match.

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

**Further Details:** The BTA program guidelines and applications are available on Caltrans website under local assistance: <http://www.dot.ca.gov/hq/LocalPrograms/>

**Program Contact Person:** David Priebe, Caltrans (916) 653-0036.

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

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*FUNDING OPPORTUNITY:*

**YSAQMD Clean Air Funds Program FY 2003-04**

Applications will be available from the YSAQMD in January 2003  
Applications Due: February 6, 2003

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TO: STA Board

FROM: Robert Guerrero, Planning Associate

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 this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and County of Solano.

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: Last year approximately \$270,000 was available.

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 will be available in January 2003. Solano Clean Air Applications will be reviewed by a screening committee consisting of STA Board members and Board members from the YSAQMD before they are formally submitted to the Air District for approval.

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

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

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