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**TECHNICAL ADVISORY COMMITTEE
AGENDA**

August 30, 2000 at 1:30 p.m.
Solano County Transportation Dept. Conference Room
333 Sunset Avenue, Suite 230
Suisun City, CA

<i>Members:</i>	<u>ITEM</u>	<u>STAFF PERSON</u>
Benicia	I. CALL TO ORDER	Chair
Dixon		
Fairfield	II. OPPORTUNITY FOR PUBLIC COMMENT (1:35-1:40 p.m.)	
Rio Vista		
Solano County	III. REPORTS FROM CALTRANS, MTC AND STA STAFF	
Suisun City	(1:40-1:45 p.m.)	
Vacaville		
Vallejo	IV. CONSORTIUM UPDATE	Pam Belchamber
	<i>Informational</i> (1:45-1:50 p.m.)	
	V. CONSENT CALENDAR	
	<i>Recommendation: Approve the following consent items in one motion</i> (1:50-1:55 p.m.)	
	A. Minutes of Meeting of June 28, 2000 – Pg 1	Stacy Medley
	B. SolanoLinks Marketing Services with Underground Advertising for 2000-01	Dan Christians
	<i>Recommendation: Forward a recommendation to the STA Board to approve contract amendment with Underground Advertising to provide \$50,000 of marketing services for 2000-01 with an option for \$20,000 for a special route promotion for Citylink Route 30 – Pg 8</i>	
	C. Project Monitoring Services with Quincy Consulting Services for 2000-01	John Harris
	<i>Recommendation: Forward a recommendation to the STA Board to approve an amendment to the Quincy Engineering contract to provide additional project monitoring and oversight services in an amount of \$10,000 – Pg 9</i>	
	D. Additional Project Engineering Services with Mark Thomas Co. for the Jepson Parkway Project	John Harris
	<i>Recommendation: Forward a recommendation to the STA Board to amend contract with Mark Thomas Co. for a review of the Air Base/Peabody alignment and completion of a floodplan analysis at a cost not to exceed \$25,000 - Pg 10</i>	

- E. Review Funding Opportunities Calendar** Robert Guerrero
- *Transportation for Livable Communities (TLC) Planning Grants – October 5, 2000*
 - *Hazard Elimination Safety (HES) Projects – October 30, 2000*
 - *2001-02 Environmental Enhancements Program – November 17, 2000 – Pg 11*

VI. ACTION ITEMS

- A. Revised 2000 STIP Augmentation Program** John Harris
Recommendation: Forward a recommendation to the STA Board approving a revised 2000 STIP Augmentation Program (1:55-2:00 p.m.) – Pg 15
- B. I-80/I-680 Interchange and Highway 12 (I-80 to SR 29) Projects Status and Funding Strategies** Daryl K. Halls
Recommendation: Forward a recommendation to the STA Board approving funding strategy for I-80/I-680 Interchange and Highway 12 (between I-80 and SR 29) (2:00-2:05 p.m.) – Pg 19
- C. Cordelia Truck Scales** John Harris
Recommendation: Advance a recommendation to the STA Board to support postponement of the Cordelia TIF PSR until after completion of the I-80/I-680 MIS (2:05-2:15 p.m.) – Pg 21
- D. Travel Safety Plan Status Report** Robert Guerrero
Recommendation: Forward a recommendation to the STA Board to 1.) Approve the status report for the 1998 Travel Safety Plan; and 2) Update the Travel Safety Plan and develop new priorities for future safety improvement funding (2:15-2:20 p.m.) – Pg 23
- E. Project Development Funds for 2000-01** Daryl K. Halls
Recommendation: Forward a recommendation to the STA Board to approve the 2000/01 Project Development Budget (2:20-2:25 p.m.) – Pg 31
- F. 2000-01 Solano Transportation Enhancements Program** Dan Christians
Recommendation: Forward a recommendation to the STA Board to approve two projects for the remaining \$312,000 of 2000-01 funds for the Solano Transportation Enhancements Program (2:25-2:30 p.m.) – Pg 33

- G. TCI Fund Transfer Agreement for Suisun City Station Parking Improvements** Dan Christians
Recommendation: Forward a recommendation to the STA Board to approve to authorize the Executive Director to finalize the scope and execute a Fund Transfer Agreement with Caltrans for the Suisun City Rail Station Parking Lot Improvements including project modifications requested by Suisun City (2:30-2:40 p.m.) – Pg 35
- H. Amendment to Countywide Traffic Model for 2000-01** Dan Christians
Recommendation: Forward a recommendation to the STA Board to approve a \$35,000 contract amendment with the City of Fairfield for countywide traffic modeling assistance during 2000-01 (2:40-2:45 p.m.) – Pg 37
- I. Metropolitan Transportation System (MTS) Update** Dan Christians
Recommendation: Forward a recommendation to the STA Board to submit a letter of concurrence on the proposed technical changes to the MTS System (2:45-2:50 p.m.) – Pg 39
- J. STA Marketing Program for 2000-01** Janice Sells
Recommendation: Forward recommended STA marketing budget to the STA Board for approval (2:50-2:55 p.m.) – Pg 55
- K. 2000 California Rideshare Week** Sandy Catalano
Recommendation: Forward 2000 Rideshare Program to the STA Board for review and approval (2:55-3:00 p.m.) – Pg 57
- L. SolanoLinks Web Site** Dan Christians
Recommendation: Forward the modified STA website to STA Board for review and approval (3:00-3:05 p.m.) – Pg 59

VII. INFORMATION ITEMS

- A. 2000 Legislative Report** Daryl K. Halls
Informational (3:05-3:10 p.m.) – Pg 81
- B. Request from Cities of Benicia, Dixon and Fairfield for Preliminary Planning and Design Assistance for Capitol Corridor Train Station Improvements** Dan Christians
Informational (3:10-3:15 p.m.) – Pg 85
- C. Rapid Bus Proposal for I-80 Corridor Update** John Harris
Informational (3:15-3:20 p.m.) – Pg 93

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| D. | Solano County Comprehensive Transportation Plan
<i>Informational</i> (3:30-3:35 p.m.) – Pg 95 | Dan Christians |
| E. | Project Monitoring and Highways Status
<i>Informational</i> (3:35-3:40 p.m.) – Pg 99 | John Harris |
| F. | Oleander Trees on I-80
<i>Informational</i> (3:40-3:45 p.m.) – Pg 103 | John Harris |
| G. | Solano Bikeway Update
<i>Informational</i> (3:45-3:50 p.m.) – Pg 107 | Dan Christians |
| H. | Highway 12 MIS Study Update
<i>Informational</i> (3:50-3:55 p.m.) – Pg 109 | Dan Christians |
| I. | State Budget –Public Transportation Account (PTA)
Funds for Local Roads
<i>Informational</i> (3:55-4:00 p.m.) – Pg 111 | John Harris |
| J. | Disadvantaged Business Enterprise Program
<i>Informational</i> (4:00-4:05 p.m.) – Pg 129 | Janice Sells |

VIII. ADJOURNMENT – Next Meeting: September 27, 2000 at 1:30 p.m.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
June 28, 2000

I. CALL TO ORDER

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

Present:

Julian Carroll	Caltrans
Virgil Mustain	City of Benicia
Michael Throne	City of Benicia
Janet Koster	City of Dixon
Ron Hurlbut	City of Fairfield
Kevin Daughton	City of Fairfield
Jim Holden	City of Rio Vista
Julie Pappa	City of Suisun City
Dale Pfeiffer	City of Vacaville
Ed Huestis	City of Vacaville
Mark Akaba	City of Vallejo
Gary Leach	City of Vallejo
John Gray	County of Solano
Paul Wiese	County of Solano
Elizabeth Richards	Solano Commuter Information
Daryl Halls	STA
John Harris	STA
Janice Sells	STA
Stacy Medley	STA
Jennifer Tongson	STA
Robert Guerrero	STA
Hilmer Ace Forsen	Caltrans
Phyllis Thompson	Caltrans, Local Assistance
Dan O'Brien	YSAQMD

II. OPPORTUNITY FOR PUBLIC COMMENT

No comments.

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

No comments.

IV. CONSORTIUM UPDATE

None.

V. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of May 31, 2000
- B. Highway 12 MIS Consultant

On a motion by Ron Hurlbut, City of Fairfield, and a second by Janet Koster, City of Dixon, the STA TAC unanimously approved the consent calendar.

VI. ACTION ITEMS

A. 2000 STIP Augmentation Program

John Harris presented this item. He explained that there is a \$1 billion state wide STIP available, with \$8.5 million available for Solano County.

The STA TAC approved forwarding the STA staff recommendation to the STA Board to approve the 2000 STIP Augmentation Program.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Virgil Mustain, City of Benicia, the STA TAC unanimously approved the staff recommendation.

B. Jepson Parkway EIS Schedule

Daryl Halls presented this item. Staff has worked with the consultant on a schedule for STA Board approval. Schedule must be adopted to move forward on the environmental process with or without Fairfield City Council approval.

The STA TAC approved forwarding the recommendation to the STA Board to approve a revised schedule for the Environmental Impact Statement/Report for the Jepson Parkway Project.

On a motion by Jim Holden, City of Rio Vista, and a second by Janet Koster, City of Dixon, the STA TAC unanimously approved these recommendations on the item.

C. Cordelia Truck Scales Alternatives

John Harris presented this item. On May 4, the first project development team meeting was held to initiate a PSR on the Cordelia Truck Scales, and on June 20, the team met to determine relocation sites. Rio Vista and Dixon responded to the proposed potential locations, and a recommended site by Caltrans was added into the study.

The STA TAC approved forwarding the recommendation to the STA Board approving alternative locations for the Cordelia Truck Scales.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Jim Holden, City of Rio Vista, the STA TAC unanimously approved the recommendation.

D. Transit Working Groups

Daryl Halls presented this item. He explained that the STA Board identified two goals: 1.) Provide enhanced intercity transit service, and 2.) Improved transit coordination among the current transit operators. Staff is recommending two working groups be formed, one for the North and one for the South County, to assist in enhancing transit coordination in Solano County.

The STA TAC approved forwarding the recommendation to the STA Board to approve the formation of Transit Working Groups for both the south and north counties with the request to have the word "or" changed to "and" where individuals/agencies are being recommended.

On a motion by John Gray, County of Solano, and a second by Virgil Mustain, City of Benicia, the STA TAC unanimously approved the recommendation.

E. Solano Transportation Enhancements Program

Daryl Halls presented this item for Dan Christians. He explained that the STA Board requested that recommended projects be prioritized and a selection criteria be developed before the remaining \$312,000 are programmed. Because there is not sufficient funds to fund all the requested projects, the STA Board will consider the selection criteria being recommended by the STA TAC at the July STA Board meeting.

The STA TAC approved forwarding the recommendation to the STA Board to approve the selection criteria for prioritizing projects submitted for the Solano Transportation Enhancements Program, with Ron Hurlbut, City of Fairfield requesting to add the word "not" to the low priority projects, Dale Pfeiffer, City of Vacaville, requesting that the Jepson Parkway Concept Plan be removed and to clarify that streetscape includes landscaping.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Dale Pfeiffer, City of Vacaville, with Mark Akaba, City of Vallejo, and John Gray, County of Solano, voting no, the STA TAC approved the recommendation on a 6-2 vote.

F. Unmet Transit Needs

John Harris presented this item. He explained that each year Solano County holds an unmet needs hearing, and at the November 4, 1999 hearing, six potential needs were identified. Staff recommends a coordinated response that focuses on the planning processes of the short-range transit plans from Solano's transit operators and the transit element of the Comprehensive Transportation plan to assess the reasonableness of the unmet needs.

The STA TAC approved forwarding the recommendation to the STA Board approving the Unmet Needs Response for 2000-01.

On a motion by Virgil Mustain, City of Benicia, and a second by Jim Holden, City of Rio Vista, the STA TAC unanimously approved the recommendation.

G. Disadvantaged Business Enterprise Database

John Harris presented this item. He mentioned that after October 1, 2000, no federal aid projects can be advertised unless they meet the new DBE requirements. Caltrans will be holding three training workshops this summer to assist in responding to the new requirements. Phyllis Thompson, Caltrans, verbally provided information on the new DBE goals and plans, and Caltrans' interest in having the STA Board and TAC share this information with the public.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Janet Koster, City of Dixon, the STA TAC unanimously approved delaying action on this item.

H. Request to Transfer Funds within the State Route 37 Project

John Harris presented this item. He stated that Caltrans asked for approval to transfer \$600,000 from Route 37 to Guadalcanal Village Mitigation project due to a cost increase with the mitigation project, and per Caltrans, the decrease would not effect the Route 37 overall project scope.

The STA TAC approved forwarding the recommendation to the STA Board approving the project transfer request.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Virgil Mustain, City of Benicia, the STA TAC unanimously approved the recommendation.

I. Additional 2000-01 TFCA Request for Electric Charging Stations

Daryl Halls presented this item for Dan Christians. He stated that some of the project sponsors have either backed out or reduced their original contributions for these charging stations, and some cost estimates have increased since the request was originally prepared in 1999.

The STA TAC approved forwarding the recommendation to the STA Board approving the Resolution and additional funding for the Electric Charging Program from the 1999-00 and 2000-01 TFCA balances.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Dale Pfeiffer, City of Vacaville, the STA TAC unanimously approved the recommendation.

J. Welfare to Work

Elizabeth Richards presented this item. She briefed the STA TAC on the approved plan for this program. Working groups are being established to work out details on these programs. There are two potential transit improvements in Solano County, and MTC has requesting funding to study these two potential improvements.

The STA TAC approved forwarding the recommendation to the STA Board that the STA and the SolanoLinks Consortium work in collaboration with Solano County Health and Social Services to coordinate the planning effort funded by MTC to identify, study, and potentially fund transit improvements as an element of SolanoWORKS transportation plan.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Mark Akaba, City of Vallejo, the STA TAC unanimously approved the recommendation.

K. TCI Fund Transfer for Agreement for Suisun City Station Parking Improvements

Daryl Halls presented this item for Dan Christians. He explained that the TCI fund transfer is to improve the lot North of the Suisun City Train Station to make it more accessible for Fairfield.

On a motion by Ron Hurlbut, City of Fairfield, and a second by Virgil Mustain, City of Benicia, the STA TAC unanimously approved tabling this item to allow for a meeting between Suisun City and Fairfield to discuss the details of fund transfers.

VII. INFORMATION ITEMS

A. Governor's Transportation Plan

Daryl Halls explained that the modifications were made to the plan and both houses of the State Legislature have approved the plan.

B. 2000 Legislative Report

Daryl Halls presented this item. He stated that July 7, 200 is the last day for policy committees to meet and report bills, and August 18 is the last day for fiscal committees to meet and report bill to the floor. He provided a brief background on SB 1333 (Sher).

On a motion by Ron Hurlbut, City of Fairfield, and a second by Jim Holden, City of Rio Vista, the STA TAC unanimously approved the recommendation.

C. Rapid Bus Proposals for I-80 Corridor Update

John Harris explained that STA staff has met with MTC on the proposal. He also mentioned that the STA Board approved the proposal at last month's meeting.

D. Solano County Comprehensive Transportation Plan

Daryl Halls stated that the plan is in its needs assessment process. A handout was provided to the STA TAC and they were asked to provide modifications to Robert Guerrero.

E. Project Monitoring and Highways Status

John Harris explained that an updated draft 2001 TIP request has been submitted to MTC. The next deadline date is September 30, 2000.

F. Status of Oleander Trees on I-80 in Vacaville

No discussion. Delayed because Caltrans representation was not in attendance.

G. AB 1012 Working Group Update

Dale Pfeiffer, City of Vacaville, explained that a summary of recommendations has been submitted to the Senate.

H. Travel Safety Plan Status Report

Robert Guerrero commented that he is in the process of updating this plan and a full report will be provided at the next TAC meeting.

I. Bay Area Bridge Toll Authority Update

John Harris commented that the Carquinez Bridge project is in good shape with funding, however, the Benicia Martinez Bridge project may be delayed due to unanticipated additional costs that have occurred.

J. Solano Bikeway Update

Daryl Halls mentioned that Caltrans permits need to be approved for this project to begin construction.

K. Capitol Corridor Update

Daryl Halls explained that proposed rail sites need to be discussed in the near future.

L. Update of the Regional Transportation Plan

Daryl Halls completed the STA is working with MTC to have the I-80/I-680 put into the RTP. There are Air Quality issues going on between MTC and EPA, which may effect a couple of required projects in this plan.

M. STA Awards Program

Janice Sells gave a brief update on the STA's 2000 Awards Program.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 4:10 p.m. The next meeting is scheduled for Wednesday, August 3, 2000 at 1:30 p.m.



DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: Dan Christians, Deputy Director for Planning
RE: SolanoLinks Marketing Services with Underground Advertising for 2000-01

Background

In 1999-00 the STA implemented the SolanoLinks Marketing Program under a contract with Underground Advertising. The program was funded with an \$88,000 State Transit Assistance Claim and a \$5,000 contribution from BART. The program included a variety of direct marketing activities including the update of the SolanoLinks transit brochure, laminated copies of the transit map; ads for Citylink Route 30 in the cities of Davis and Dixon; a BARTLinks brochure promoting various Solano transit services to the PacBell Stadium; a special monthly pass holder; an updated architecture to the www.solanolinks.com web site, a special 10 free ride coupon for Routes 30, 40, 91 and 92; and a radio ad that is currently running on KUIC.

Discussion

As part of the 2000 STA Budget, \$160,000 was budgeted for various SolanoLinks planning and marketing services. \$90,000 of those funds has been incorporated into the consultant services with Wilbur Smith Associates for preparation of the Transit Element of the Solano Comprehensive Transportation Plan. The remaining \$70,000 is available for marketing services.

Because of the quality marketing products prepared during the 1999-00 marketing program, it is proposed that the STA retain Underground Advertising for 2000-01 for \$50,000 to provide the following additional services:

- Update the SolanoLinks Brochure to reflect pending route and transit operator changes.
- Provide additional large size maps of the existing intercity transit network.
- Further update the SolanoLinks web site to incorporate additional information on the Comprehensive Transportation Plan, Intercity Transit, and project monitoring

As an optional item, provide \$20,000 of additional marketing services for specified route schedule changes such as that being proposed later in the fiscal year for Citylink Route 30.

Recommendation:

Forward a recommendation to the STA Board to approve a contract amendment with Underground Advertising to provide up to \$50,000 of transit marketing services for 2000-01 with an option for \$20,000 of a special route promotion for Citylink Route 30.



DATE: August 23, 2000
TO: STA TAC
FROM: John Harris, Deputy Director for Projects
RE: Project Monitoring Services with Quincy Consulting Services for 2000-01

Background:

In February 2000, the STA and the cities of Benicia, Rio Vista, and Suisun City entered into an agreement with Quincy Engineering, Inc. to provide technical assistance in preparing projects for meeting obligation/allocation deadlines and project delivery. The one-year agreement was for a total not to exceed \$40,000 with each jurisdiction and the STA pledging up to \$10,000 for specified project work.

Discussion:

Currently, the STA has utilized approximately \$9,000 of its \$10,000 share the consultant funding. The STA covered most of the start-up costs (i.e. initial meetings) to begin the initial engagement and is now in the process of seeking expert assistance in updating and enhancing an individual project status listing to be used for county-wide project monitoring purposes. John Garlock of Quincy Engineering is currently working with STA staff on this endeavor.

The STA is also looking for engineering management consulting for oversight responsibilities on the I-80/I-680 Interchange and Highway 12 projects. These two projects are in the Governor's Traffic Congestion Relief Plan (TCRF) and are also included in Caltrans ITIP proposals. Alan Glen of Quincy Engineering worked on the original Interchange PSR and is available to provide engineering expertise with these projects

The STA staff is requesting an amendment to the original agreement which would include an additional \$10,000 for continuing project monitoring delivery assistance and a change in the scope to include engineering management consulting for the two highway projects.

Fiscal Impact:

\$10,000 is already available in the approved FY2000-01 budget for project monitoring and delivery assistance. (The STA has the option to extend the current contract another year in February of 2001 and has recently requested up to \$25,000 from MTC for future project monitoring and oversight activities.

Recommendation:

Forward a recommendation to the STA Board to approve an amendment to the Quincy Engineering contract to provide additional project monitoring and oversight services in an amount not to exceed \$10,000.



DATE: August 23, 2000
TO: STA TAC
FROM: John Harris, Deputy Director for Projects
RE: Additional Project Engineering Services with Mark Thomas Co. for the Jepson Parkway Project

Background:

In November 1998, the STA Board approved awarding a contract for mapping to Mark Thomas & Co, for the Jepson Parkway Project with a limit of \$212,950. The original contract was completed at an approved total of \$204,371. In December 1999, the STA Board approved an amendment in the amount of \$20,000 with Mark Thomas to provide updated project cost estimates and some additional aerial photos.

Discussion:

Two additional tasks are now needed in order to continue to move the project forward. First of all, an alignment along Air Base Parkway and Peabody Road in Fairfield has been identified as an alternative to the Walters Road extension alignment. The scoping parameters of this Air Base/Peabody alignment would involve an overall review of feasibility, staging, right of way impacts and construction access issues. The purpose of the study is to determine the feasibility of alternative alignment and to document potential fatal flaws with respect to the above issues. The estimated cost to perform this extra work is \$20,000.

The second task involves the completion of a floodplain analysis. Specifically, this requires compliance with Executive Order 11988, which includes the following: (a) determine if the project occurs in a floodplain, (b) review project alternatives to justify project location in floodplain, (c) determine local floodplain protection standards and (d) make design recommendations to minimize impacts to the floodplain. The deliverable for the above will be a single report for the project, which can be used to develop the Notice for Public Circulation as required by EO 11988. The estimated cost to perform this task is approximately \$5,000. (A detailed hydraulic analysis will not be done as part of this task, but will be addressed with a scope and budget request after completion of the floodplain analysis).

Fiscal Impact:

None on the STA General Fund. The \$25,000 allocation will come from a budgeted STIP fund balance of approximately \$126,000 available for the Jepson Parkway.

Recommendation:

Forward a recommendation to the STA Board to amend contract with Mark Thomas & Co. for a review of the Air Base/Peabody alignment and completion of a floodplain analysis at a cost not to exceed \$25,000.



DATE: August 23, 2000
TO: STA TAC
FROM: Robert Guerrero, Planning Intern
RE: Review Funding Opportunity Calendar

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

<u>Fund Source</u>	Application Available From	Applications Due
Transportation for Livable Communities (TLC) Planning Grants	Karen Frick MTC (510) 464-7704	October 5, 2000
Hazard Elimination Safety (HES) Projects	Sui Tan Office of Local Assistance (510) 286-6485	October 30, 2000
FY 2001-02 Environmental Enhancements Program	Bill Borden EEM Program Coordinator (916) 653-5656	November 17, 2000



FUNDING OPPORTUNITY:

Transportation for Livable Communities Program (Planning)

Applications Due: October 5, 2000 at noon

TO: TAC Members
FROM: Robert Guerrero, Planning Intern

This summary of the Transportation for Livable Communities (TLC) program funds is intended to assist jurisdictions plan projects that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors: Local jurisdictions, transportation service providers and community organizations in the San Francisco Bay Area.
- Program Description: The Transportation for Livable Communities (TLC) program has planning grants available to work with local areas to develop and plan community-oriented transportation projects.
- Funding Available: Approximately \$100,000 is available for the nine-county Bay Area.
- Eligible Projects: Community-oriented transportation projects, such as streetscapes and pedestrian, transit- and bicycle-oriented developments. A brochure on the TLC program outlines the criteria for eligible projects.
- Further Details: The program's purpose is to fund transportation projects that support a community's development and/or redevelopment activities, are developed through a collaborative planning process and enhance a community's identity and quality of life. A maximum of \$10,000 per project will be awarded for technical planning assistance and between \$5,000 and \$50,000 will be awarded for community-based planning support.
- Program Contact Person: Metropolitan Transportation Commission, Karen Frick, (510) 464-7704 or kfrick@mtc.ca.gov.
- STA Contact Person: Robert Guerrero, (707) 422-6491
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FUNDING OPPORTUNITY:

Hazard Elimination Safety (HES) Project Grants

Applications Due: October 30, 2000

TO: STA TAC

FROM: Robert Guerrero

This summary of the Hazard Elimination Safety (HES) Grant program is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local and county state units of government.

Program Description: Grants to assist Hazard Elimination Safety (HES) projects for the 2002/03 FY.

Funding Available: 90% or 100% of the total cost up to \$500,000 of federal funds per single project. Projects that qualify as per Section 120(c) of Title 23 will be funded at 100% Federal reimbursement ratio.

Eligible Projects: Project proposals that fall into two general categories: Safety Index or Work Type. The Safety Index formula evaluates project cost and accident statistics where such information is available. Otherwise, project will assessed in a specific Work Type category (i.e. roadway illumination, relocate utility pole, traffic signals, traffic signs, update guardrail, remove obstacles, etc.).

Further Details: Check Caltrans Office of Local Programs website at www.dot.ca.gov/hq/LocalPrograms/.

Program Contact Person: Sui Tan, Office of Local Assistance (510) 286-6485.

STA Contact Person: Robert Guerrero, (707) 422-6491



FUNDING OPPORTUNITY:

Environmental Enhancements and Mitigation Program

Applications Due: November 17, 2000

TO: STA TAC

FROM: Robert Guerrero

This summary of the 2000-01 Environmental Enhancement and Mitigation Program (EEM) is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local and state units of government.

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

Funding Available: \$10.0 million available statewide.

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

Further Details: Grants are generally limited to \$250,000. Applications can be obtained by calling the Air Resources Board. Final decision on project approvals is expected at the July CTC meeting.

Program Contact Person: Bill Borden, EEM Program Coordinator at (916) 653-5656.

STA Contact Person: Robert Guerrero, (707) 422-6491



DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: John Harris, Deputy Director for Projects
RE: Revised 2000 STIP Augmentation Program

Background:

In April, the STA Board approved a preliminary list of projects for the 2000 STIP based on an estimated programming amount of \$8.507 million for Solano County. The STA Board approved the following list of project candidates for review:

- 1- I-80/I-680 Interchange
- 2- Jepson Parkway (next segment)
- 3- Highway 12 Improvements (I-80 to Napa County)
- 4- I-80 from Vacaville to Dixon (widening from 6 to 8 lanes; design costs)
- 5- Expand Ferry Commute Service (Maintenance Facility and Waterfront Intermodal Facility)
- 6- I-80 HOV Lane -Fairfield to Vacaville (PSR)
- 7- I-80/I-505 Weave Correction @ Monte Vista, Vacaville (updated PSR)

In July, STA staff provided a status on the eligibility and feasibility of these seven projects for 2000 STIP funding. Relevant information included:

*Items # 1 and # 3 above were included in the Governor's budget (GTIP) and would not need funding from the 2000 STIP

*Caltrans already funded Item # 4 in the ITIP for design costs

*Items # 6 and # 7 were not eligible for STIP funding (PSRs are not eligible for STIP funding)

Subsequently, the STA Board initially approved \$1.25 million for the Jepson Parkway (Walters Road segment in Suisun City) and \$2 million for Vallejo's Waterfront Intermodal Facility at the July Board meeting.

Discussion:

Since July, several developments have taken place regarding the 2000 STIP. First of all, the fund estimate from the CTC was revised upwards to a total of \$12.54 million for Solano County. (The

estimate for the 2002 STIP has increased to approximately \$40 million and the estimate for the 2004 STIP rose to approximately \$26 million).

STA staff evaluated the feasibility of proposing a \$1 million match for the Capitol Corridor's Suisun Third Track project out of the 2000 STIP. Theoretically, completion of this \$6.5 million project would expedite the chances of increasing Capitol Corridor service for Solano County. Staff discovered, however, that the Capitol Corridor was not in a position to request ITIP for the Suisun Third Track at this time, so the proposed STIP match has been set aside. Instead, the STA staff is proposing consideration of allocating \$1 million to Solano's Rapid Bus proposal. A local match for this proposal not only enhances the project materially (more over-the-road coaches), but adds credibility to Solano's position in requesting capital and operating resources from MTC for the Rapid Bus proposal. MTC has allocated \$40 million for Rapid Bus capital and has the potential to allocate up to \$11 million in new operating funds (PTA) to Rapid Bus.

The City of Vallejo had originally requested \$3 million for the Waterfront Intermodal Facility. (At the June STA TAC meeting, Vallejo staff indicated that the Intermodal Facility was a priority over the Maintenance Facility). Since the July STA Board meeting, Vallejo has been asked to provide a justification for the third million for the Intermodal Facility. Vallejo has reconsidered its priorities and is now requesting \$500,000 for the Maintenance Facility and \$500,000 to augment the \$2 million already approved by the STA Board (request letter attached).

STA staff has discovered that Planning and Program Monitoring (PPM) expenses are eligible STIP expenses up to .5 % of the total allocation. STA staff is requesting consideration of programming this percentage to provide necessary planning and provide delivery assistance. The amount and complexity of STA's current planning activities support the need for this request. The MTC has also stated that the STA could use the 5% formula against the 1998 STIP Augmentation. A combination of the 1998 and 2000 STIP allocation net a total of approximately \$121,000 for PPM purposes over the next two years.

Finally, the STA staff recommends that the balance of the 2000 STIP, \$6.8 million, be reserved for the I-80/I-680 Interchange. According to MTC, unprogrammed balances can be safely reserved for GTIP projects such as the I-80/I-680 Interchange (copy of proposed 2000 STIP Augmentation project list is attached).

Recommendation:

Evaluate the above-mentioned STIP requests made since the July STA Board meeting, and forward a recommendation to the STA Board approving a revised 2000 STIP Augmentation Program.

Attachment

**Proposed 2000 STIP Augmentation
Project List
(Solano County)**

2000 STIP Funds Available (\$1000's) \$ 12,540

Advanced Project Delivery Element (APDE) approved in May 1999:

Jepson Parkway Environmental \$ (250)
Rio Vista TLC Grant Match \$ (100)

Available Balance (8/23/00): \$ 12,190

Jepson Parkway (Walters Rd.) * \$ (1,250)
Vallejo Waterfront Intermodal Facility * \$ (2,500)
Vallejo Ferry Maintenance Facility \$ (500)
Rapid Bus Program Match \$ (1,000)
Planning & Programming Monitoring Funds (STA) \$ (121)

Final balance to be placed in reserve for I-80/I-680 interchange \$ 6,819

* Tentatively approved at July STA Board Meeting; the Intermodal Facility was initially approved for \$2.0 million.



DATE: August 23, 2000
TO: STA TAC
FROM: Daryl K. Halls, Executive Director
RE: I-80/I-680 Interchange and Highway 12 (I-80 to SR 29) Projects Status and Funding Strategies

Background:

During the past fiscal year, the STA has increased its efforts to address the growing impacts of congestion along its major corridors with a particular focus on the I-80/I-680 interchange. With the recent approval of the 2000/01 State Budget, two STA highway project priorities, the I-80/680 interchange (\$13 million) and Highway 12 between I-80 and SR 29 (\$7 million) received new funding. In preparation for Caltrans District IV's submittal of 2000 ITIP project requests and future funding opportunities, STA staff has been working with Caltrans to assess the status of both the I-80/I-680 interchange and Highway 12 projects in order to develop a collective funding strategy to move both projects forward.

Discussion:

The following is the proposed funding strategies for the two projects that received funding through the State Budget process, titled the Governor's Transportation Congestion Relief Fund and recently described by Caltrans and California Transportation Commission (CTC) staff as the GTIP.

I-80/I-680 Interchange Project Summary

Currently, an average of 170,000 vehicles travel daily through this interchange. This is an estimated 15% increase since 1995 when the average daily trips was 140,000. Previously, \$8 million in 1998 STIP funds had been programmed for the first segment of this project, the auxiliary lanes connecting I-680 to I-80. The STA has been working with Caltrans District IV to accelerate the completion of this project in conjunction with the anticipated completion of the Benicia/Martinez Bridge Project (slated for 2003).

This year, \$13 million in new funding for the I-80/I-680 interchange was included in the 2000/01 State Budget as part of Governor Gray Davis' Traffic Congestion Relief Program (TCRF). Caltrans District IV has subsequently submitted an Interregional Transportation Plan (ITIP) request for an additional \$18 million. The California Transportation Commission is scheduled to approve the 2000 ITIP augmentation in November 2000. In addition, STA staff is recommending \$6.8 million be placed in reserve for this project as part of Solano County's 2000 STIP augmentation (see agenda item VI.A). If both recommendations are approved, a collective

total of \$45.8 million in funding will be assembled for this interchange. STA and Caltrans staff are recommending this funding be allocated in the following manner:

1998 ITIP	Auxiliary Lane Segment	\$ 8 million
2000 GTIP	Environmental and Green Valley Segment and I-80/680 Corridor Study if not funded in ITIP	\$ 13 million
2000 ITIP (requested)	Cost increase/additional scope aux. lane segment	\$ 11 million
2000 ITIP (requested)	Green Valley Segment	\$ 6 million
2000 ITIP (requested)	I-80/680 Corridor Study	\$ 1 million
2000 STIP (recommended)	Reserve I-80/680 – Green Valley or other segments	<u>\$ 6.8 million</u>
		\$45.8 million

In addition to the identified segments, the STA is working with Caltrans and the City of Fairfield to complete an updated PRS for the Green Valley segment, and to determine the level of environmental clearance currently in place and the additional environmental clearance needed. The STA is working with Caltrans to develop the necessary CTC application to request the \$1 million for the I-80/I-680 Corridor studies prior to January 2001. The Guidelines for TCRF projects are scheduled to be approved by the CTC on August 23, 2000. The STA staff and Jim Sperring are working with MTC to have the I-80/I-680 Interchange project amended into the RTP as soon as next year.

Highway 12 (between I-80 and SR 29)

Prior to this year, no funding had been identified or allocated to this project. A preliminary PSR for environmental has been completed and in recent years Caltrans has tried unsuccessfully to request ITIP funding for environmental. As part of the State Budget and the Governor's TCRF, \$7 million was approved for this project. Caltrans has estimated that \$3 million is needed to fund environmental and an additional \$6 million to fund preliminary design. Caltrans has requested \$7 million in 2000 ITIP augmentation funding to cover the additional \$2 million needed to fully fund preliminary design and to provide \$5 million for the Highway 12 and SR 29 interchange that has been included with this project. Caltrans is working with the STA and the Napa County Transportation Planning Agency (NCTPA) to modify the project PSR to cover design. Caltrans anticipates the environmental process taking between 2 to 4 years. Staff is working with Caltrans to have the project ready for additional funding consideration either in the 2002 or 2004 STIP. The following is the STA and Caltrans recommended funding strategy for Highway 12:

2000 GTIP	Environmental	\$ 3 million
2000 GTIP	Preliminary design	\$ 4 million
2000 ITIP (requested)	Preliminary design	\$ 2 million

Recommendation:

Forward recommendation to the STA Board approving funding strategy for I-80/I-680 Interchange and Highway 12 (between I-80 and SR 29).



DATE: August 23, 2000
TO: STA TAC
FROM: John Harris, Deputy Director for Projects
RE: Status of Consideration of Cordelia Truck Scales Relocation Alternatives

Background:

The process for initiating a PSR for the Cordelia Truck Inspection Facilities (TIF) began in May with the first Project Development Team (PDT) meeting. In July, STA staff brought a recommendation from the STA TAC to the STA Board to evaluate alternative site locations for the Cordelia TIF on specific stretches of I-80 between Vacaville and Dixon and on Highway 12 between Rio Vista and Suisun City. The STA Board expressed concern over the above-mentioned site recommendations and requested that a separate meeting be held to evaluate the feasibility and desirability of any alternative site for the Cordelia TIF. This meeting was held on Wednesday August 23 with representatives from Caltrans, the CHP, STA, Solano County and the cities of Fairfield, Rio Vista, Vacaville and Dixon in attendance. Issues involving traffic congestion, safety, enforcement, land use and revenue generation were revisited in the discussion. Ultimately, a suggestion was offered that the PSR for the Cordelia TIF should be deferred until after completion of the anticipated Major Investment Study (MIS) of the entire I-80/I-680 interchange. The MIS is expected to be completed in approximately one year. There was support among all of the attendees including the STA Board representatives from Dixon, Rio Vista and Solano County to postpone the TIF PSR.

Recommendation:

Advance a recommendation to the STA Board to support postponement of the Cordelia TIF PSR until after completion of the I-80/I-680 MIS.



DATE: August 23, 2000
TO: STA TAC
FROM: Robert Guerrero, Planning Intern
RE: Travel Safety Plan Status Report

Background:

The "Solano Travel Safety Plan" was developed in 1998 through the cooperative efforts of the Travel Safety Subcommittee of the Technical Advisory Committee (TAC). The purpose of the Solano Travel Safety Plan was to identify travel safety deficiencies for certain local intersections and freeway segments in Solano County and recommend a dynamic program of cost-effective travel safety programs and projects. The Safety Plan provided a basis for the Solano Transportation Authority and its member agencies to advocate for different applicable federal and state safety grants.

The recommendations in the Travel Safety Plan were developed from a review of traffic accident data, two separate cycles of project nominations submitted by each of the STA's member agencies, and field studies. Traffic accident data was analyzed for both local roadways and state highways over a three-year period from 1995 through 1997. The traffic accident data indicated the top 40 highest accident intersection locations and demonstrated the highest accident rates for the Hwy 12 freeway segment throughout the county. The Safety Plan recommended safety remediation measures for the high accident intersection locations and freeway segments by recognizing ongoing safety programs and projects, listing new safety programs or projects, and indicating the proposed safety projects nominated by agencies.

Discussion:

Since 1998, 29 of the 40 highest accident locations (72%) have a funded and/or completed project to improve the safety of the intersection. Specifically, 18 intersections throughout the county have a completed safety improvement project and 11 additional intersections are currently funded for improvements. Moreover, out of the 12 freeway segments in the county, 11 have project funding (see attached draft copies of the "Table 1" Intersection and Freeway Segment Status Information and "Table 2" Highway Segment Safety Projects). A proposal by the City of Vacaville for the remaining freeway segment (i.e. I-80/I-505 Weave Correction) will be considered for STIP funds once an updated PSR has been completed.

Recommendation:

- 1) Accept status report for 1998 Solano Travel Safety Plan.
- 2) Update the 1998 Solano Travel Safety Plan to include additional prioritized intersections and freeway segments for future safety funding.

Attachments

1998 Solano Travel Safety Status Report- DRAFT

Table 2-Top 40 High Accident Projects

<i>Intersection</i>	<i>Agency</i>	<i>Type of funds</i>	<i>Project Status</i>	<i>Comments</i>
1. Northgate Road/ Cannon Road	Solano County	Local	Completed	Stop signs added to Northgate and Cannon in 1996
2. Solano Ave/ Mariposa Street	Vallejo	RTSOP	Completed	Added left turn phase, new signal poles, new loops, new controller, and interconnected.
3. SR12/Marina Boulevard	Suisun	Local	Completed	Highway 12 Improvements
4. Columbus Parkway/Lake Herman Road	Vallejo	Local	Completed	Added left turn phase and installed new signal
5. Redwood Street/ SR 29 (Sonoma Blvd.)	Vallejo	SHOPP	Completed	Signing and striping improvement
6. Pitt School Road/West A St	Dixon	Local	Completed	Constructed 4-way stop signs
7. Alameda Street / Georgia Street	Vallejo	CMAQ	Completed	Interconnected and replaced old signal head in 1996
8. East 2nd/I-780	Benicia	TEA-21	On Schedule	Install new traffic signal at intersection of E 2nd St and the I-780
9. E. 2nd/ Military E.	Benicia	Local	Completed	New bike lanes and sidewalks
10. Couch/ Redwood	Vallejo	BAAQMD	Completed	left turn phases and added new signal poles, new loops, new controller, and interconnected in 1996
11. SR12/ Sunset	Suisun	?	Completed	Hwy 12 Intersection Improvements
12. Meadows/ SR29	Vallejo	?	---	---
13. N. Texas/ E. Tabor	Fairfield	CMAQ	Preliminary engineering	interconnecting signals along N.Texas
14. Military West/ W. 7th	Benicia	TDA Article 3	Completed	Bike gap closure and signal improvement

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<i>Intersection</i>	<i>Agency</i>	<i>Type of funds</i>	<i>Project Status</i>	<i>Comments</i>
15. Broadway/ Tennessee	Vallejo	STP	Completed	<i>left turn phases and added new signal poles, new loops, new controller, and interconnected in 1996</i>
16. Georgia/SR29	Vallejo	---	---	---
17. Pacific / N. Texas	Fairfield	CMAQ	Preliminary design	<i>Interconnect signals along N. Texas St</i>
18 Pennsylvania/Utah	Fairfield	Local	Preliminary construction	<i>Left turn phase off of Pennsylvania</i>
19. Suisun Valley/ Rockville	Solano County	Local	completed in 1996	<i>Signalized Intersection</i>
20. Georgia/ 14th	Vallejo	PVEA	Awaiting acceptance	<i>Interconnection and replacement of old signals</i>
21. Texas/Jefferson	Fairfield	-----	-----	----
22. Travis/N. Texas (N. Texas St. right turn at Travis Blvd.	Fairfield	CMAQ	Funds have been obligated	<i>N. Texas St. right turn at Travis Blvd.</i>
23. Air Base/ Walters	Fairfield	---	---	---
24. Maple/ Springs	Vallejo	CMAQ	Completed	<i>Added left turn phases, interconnected and added new signal poles, new loops, and new controller</i>
25. Sereno/Tuolumne	Vallejo	CMAQ	Awaiting acceptance	<i>interconnected & replaced old signal heads</i>
26. Couch/ Valle Vista	Vallejo	BAAQMD	Completed	<i>Added left turn phases, interconnected and added new signal poles, new loops, and new controller</i>
27. SR29/SR37	Caltrans	STIP	PA & ED completed; Design in progress	<i>SR37 and SR29 Interchange</i>
28. SR 37/ Broadway	Vallejo	CMAQ	Completed	<i>Added left turn phases, interconnected and added new signal poles, new loops, and new controller</i>
29. Vanden/ Canon	Solano County	---	---	<i>Part of unfunded segment of Jepson Parkway Project</i>
30. Maine/ SR29	Vallejo	---	---	---
31. E. Tabor/Clay Bank	Fairfield	---	---	---

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<i>Intersection</i>	<i>Agency</i>	<i>Type of funds</i>	<i>Project Status</i>	<i>Comments</i>
32. Pintail/Sunset	Suisun	---	---	---
33. Peabody/ Vanden	Fairfield	Local	Under Construction	<i>Traffic signal and road realignment with Cement Hill Rd</i>
34. Union/ Travis	Fairfield	---	---	---
35. Gateway/ Courtyard	Fairfield	Local	Completed	<i>Installed new traffic signal</i>
36. Adm. Callaghan/ Tennessee/ Humboldt	Vallejo	Local	Completed before 1998	<i>Left turn phases.</i>
37. Oakwood/ Tennessee	Vallejo	CMAQ	Added left turn phase.	<i>Awaiting fund acceptance for signal interconnect and replacement of old signal heads</i>
38. Travis/ Pennsylvania	Fairfield	---	---	---
39. Railroad/ Sunset	Suisun	---	---	---
40. Peabody/ Cement Hill	Fairfield	Local	Under construction	<i>Road realignment project with Vanden Rd.</i>

**1998 Solano Travel Safety Plan Status Report
Table 2 Highway Segment Safety Project Status (Draft)**

<i>Rank</i>	<i>Highway</i>	<i>Route Segment</i>	<i>Area of Remediation</i>	<i>Project</i>	<i>Approved Funding Source</i>	<i>Project Status</i>
1	SR12	I-80 to Walters Road	I-80 to Rio Vista	Major investment Study (MIS)	SPR Grant	MIS initiated by Caltrans(\$110,000)
2	I-80	Carquinez Bridge to SR37	Carquinez Bridge	Carquinez replacement bridge	Bridge Tolls	Under Construction
			Carquinez Bridge to Highway 37	Pavement rehabilitation on I-80 from the Carquinez Bridge to Highway 37 in Vallejo	SHOPP	PA & ED completed; Design in Progress
3	SR113	I-80 to SR12	Uatis Creek Bridge	Replace Uatis Creek Bridge on Highway 113	SHOPP	PA & ED completed; Design in Progress
4	SR12	Napa County line to I-80	Napa to I-80	EIS study funded for Hwy 12 (Napa CL to I-80). Field Review pending	ITIP	PA & ED completed; Design in Progress
5	I-80	N. Texas St to Alamo Drive	I-80 between north Fairfield and Vacaville	Proposed traffic signal at the EB off-ramp to North	Caltrans/SHOPP; Local	Scheduled for construction in Jan-01
				Upgrade cable median	Caltrans/SHOPP	Proposed
				Widen Alamo Creek bridge	Caltrans/SHOPP	Early planning stage
<i>Rank</i>	<i>Highway</i>	<i>Route Segment</i>	<i>Area of Remediation</i>	<i>Project</i>	<i>Approved Funding Source</i>	<i>Project Status</i>
6	SR12	Walters Road to Rio Vista	Suisun City to Rio Vista	Highway 12 extension of passing lanes between Suisun city and Rio Vista	SHOPP	PA & ED completed; Design in Progress
			Suisun City to Rio Vista	Highway 12 safety improvements between Suisun City and Rio Vista	SHOPP	Environmental Document in progress; Design to begin June 2000
			I-80 to Rio Vista	Major investment Study (MIS) on SR12 from I-80 to Rio Vista	SPR Grant	MIS initiated by Caltrans(\$110,000)

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7	I-730	I-80 to I-680	I-80 to I-680	Pavement rehabilitation on 780 from I-680 to Lemon Street Lengthen merge taper for WB on-ramp from Columbus Parkway	SHOPP	PS & E being finalized, R/W certification by December 99
			I-80 to I-680	Installation of freeway barriers	SHOPP	TBD
			Benicia	Bridge improvements	SHOPP	TBD
			Benicia/ Martinez Bridge	Install traffic signal at WB ramp intersection on East 2nd St	Bridge Tolls	Construction to begin in March City of Benicia encroachment permit project pending
			Benicia		CaTrans	

<i>Rank</i>	<i>Highway</i>	<i>Route Segment</i>	<i>Area of Remediation</i>	<i>Project</i>	<i>Approved Funding Source</i>	<i>Project Status</i>
8	SR37	Sonoma County Line to I-80	Napa River Bridge to Highway 29	Highway 37 widening (Phased projects)	ITIP (STIP)	PA & ED completed; Design in Progress
			Highway 37/29 interchange	Hwy 37/ 29 interchange improvements	RTIP/ITIP(STIP)	PA & ED completed; Design in Progress
9	I-680	Benicia Bridge to I-80	I-80/I-680 interchange	I-80/I-680 interchange improvements	STIP	Effort is being made to accelerate auxiliary lane segment to coincide with the opening of Benicia-Martinez Bridge. Caltrans initiated a PSR for moving truck scales.
10	I-80	SR37 to Red Top Road	Red Top Slide (I-80)	Red Top SRoad Remediation	Caltrans/SHOPP	Mitigation measure; SHOPP funding; a candidate for Design Sequencing program
11	I-80	Alamo Drive(Vacaville) to SR113	Vacaville to Dixon	EIS for widening of I-80 from Vacaville to Dixon (6 to 8 lanes)	I-TIP	Environmental funded at \$3 M. PS & E funded for \$5 M.
12	I-505	Yolo County Line to I-80	-----	Proposed I-80/I-505 Weave Correction. Not funded.	---	-----

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DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: Daryl K. Halls, Executive Director
RE: Project Development Funds for 2000-01

Background:

The Solano Transportation Authority annually adopts a project development budget to provide resource assistance in the implementation of project priorities for the STA and its member agencies. Historically, the STA initially programs the project development budget after approval of the annual budget and then subsequently makes any adjustments or modifications after completion of the annual audit. On April 12, the STA adopted its 2000-01 Annual Budget that allocated \$117,936 for project development. A copy of the STA's 1999/2000 Project Development Budget is attached for informational purposes.

Discussion:

Based on STA staff's assessment of current project priorities, the following preliminary project development budget is recommended:

1.	Comprehensive Transportation Plan	\$57,936
2.	Project Monitoring and Technical Assistance Program	\$10,000
3.	STA Marketing	\$15,000
4.	Modeling	<u>\$35,000</u>
		\$117,936

A small amount of additional funding is expected to be available following completion of the STA's annual audit in October. Staff will work with our member agencies to identify additional project development priorities.

Recommendation:

Forward recommendation to the STA Board to approve the 2000/01 Project Development Budget



DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: Dan Christians, Deputy Director for Planning
RE: 2000-01 Solano Transportation Enhancements Program

Background:

As part of the 6-year federal TEA-21 program, the STA is responsible for directly programming \$1.512 million of Transportation Enhancement Activity (TEA) funds. To date, all but \$312,000 of these funds has been programmed. In July, 2000 the STA Board adopted new selection criteria for evaluating and approving projects submitted for these funds (see attached).

Discussion:

Under this final cycle, four projects were submitted as follows:

City of Dixon	Downtown Dixon Streetscape	\$250,000
City of Suisun City	Jepson Parkway Corridor Entry Landscaping	\$79,000
City of Vallejo	Sereno Bus Transfer Center	\$88,000
County of Solano	Green Valley Corridor Landscaping	<u>\$50,000</u>
		\$467,000

On August 10, 2000 the project sponsors met to discuss the merits of each of these projects based on the STA Board's project selection criteria. After discussing each project, and based on the recommendation of three of the project sponsors, the following projects are recommended for funding:

City of Dixon	Downtown Dixon Streetscape	\$237,000
City of Suisun City	Jepson Parkway Corridor Entry Landscaping	<u>\$75,000</u>
		\$312,000

Recommendation:

Forward a recommendation to the STA Board to approve the above two projects for the remaining \$312,000 of 2000-01 funds for the Solano Transportation Enhancements Program.

Attachment

Solano Transportation Enhancements Program

Project selection Criteria/Priorities

- High Priority:** Streetscape projects (including landscaping and bike routes) that directly support or provide matching funds for downtown revitalization or redevelopment efforts consistent with the TLC and Solano Transportation Enhancements programs.
- High Priority:** Gateway or streetscape projects (including landscaping and bike routes) that support adopted Corridor Plans or other or countywide transportation plans.
- Medium Priority:** Projects that support pedestrian amenities for intermodal transit villages and transit hubs.
- Medium Priority:** Major bike routes designated in the Countywide Bicycle Plan
- Low Priority:** Landscaping or other eligible enhancements not associated with the above categories

7/12/00



DATE: August 23, 2000
TO: STA TAC
FROM: Dan Christians, Deputy Director for Planning
RE: TCI Fund Transfer Agreement for Suisun City Station Parking Improvements

Background:

In 1997-98 the STA successfully submitted a \$591,000 Transit Capital Improvement (TCI) grant for acquisition and improvement of a 1.55 acre parking lot on the southeast corner of Ohio and Jefferson Street (north of Highway 12 and the Union Pacific tracks) for the Suisun City Rail Station. On May 10, 2000, the CTC approved an allocation of those funds and they must now be obligated within one year of that date.

There has also been some discussion with the City of Suisun City about the possibility of moving some of these funds to construct parking lot improvements at a vacant Caltrans property, adjacent to their existing park and ride lot on the south side of Highway 12, and only acquiring the Solano Garbage Company lot on the north side of Highway 12 at this time. Any change in the use of these funds is subject to approval by the STA Board and the Caltrans Intercity Rail program.

Discussion:

Caltrans has prepared a Draft "Fund Transfer Agreement" for the expenditure of the \$591,000 of TCI funds. Caltrans has requested that we execute the agreement as soon as possible in order to not jeopardize the funds. The formal agreement is under review by the STA Legal Counsel.

Under the agreement, the STA is identified as the "Contractor" and is responsible for monitoring the project, making reimbursements requests to Caltrans, and reimbursing the City of Suisun City (i.e. the "Project Manager"). The City of Suisun City is responsible for retaining design consultants, acquiring the site, obtaining necessary permits and constructing the improvements.

Caltrans states that changes to the scope or proposed site location can still be made for the project if they are described at the same time this agreement is approved and submitted to Caltrans.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to finalize the scope and execute a Fund Transfer Agreement with Caltrans for the Suisun City Rail Station Parking Lot Improvements project including modifications requested by Suisun City.



DATE: August 23, 2000
TO: STA TAC
FROM: Dan Christians, Deputy Director for Planning
RE: Amendment to Countywide Traffic Model for 2000-01

Background:

Since 1991, the STA has contracted with the City of Fairfield to prepare the Countywide Traffic Model, a requirement of the Congestion Management Program. During 1997-2000, a substantial update to the model was conducted. Besides being a requirement of the Congestion Management Program, the model is also being used for project development purposes by the STA and various agencies.

During 1999-00, the STA approved a \$25,000 one-year contract (with a one-year option for 2000-01) with the City of Fairfield to complete and utilize the traffic model for various countywide and corridor projects. Caltrans is using the model for long-term traffic projections for the I-80/I-680 auxiliary lanes. The STA is planning to use the model for the traffic analysis sections of the Solano Comprehensive Transportation Plan and the Jepson Parkway EIS/R. Also, the City of Rio Vista has used the model as the basis for the Circulation Element of the new General Plan.

Discussion:

The traffic model is currently being reviewed by a technical modeling committee of the STA. The TAC is expected to review and take an action on the new model at a meeting on September 27, 2000. The STA Subcommittee on Arterials, Highways and Freeways is expected to review the model at its next meeting to be planned during the end of October or early November. Finally, the STA Board will formally review and approve the new model before it is used for any pending plans or projects.

The model will help our traffic consultant analyze some "what if" scenarios for various transportation issues that will be considered in the new Solano Comprehensive Transportation Plan. Also, it is proposed that the model will eventually become a multi-modal model with the future ability to project future demand for intercity bus, rail and ferry services.

Therefore, it is proposed that a \$35,000 contract amendment with the City of Fairfield, from the Project Development Fund, be used for FY 2000-01 countywide traffic modeling purposes in order to complete original the Scope of Work included in the previous two year contract.

Recommendation:

Forward a recommendation to the STA Board to approve a \$35,000 contract amendment with the City of Fairfield for countywide traffic modeling assistance during 2000-01.



DATE: August 23, 2000
TO: STA TAC
FROM: Dan Christians, Deputy Director for Planning
RE: Metropolitan Transportation System (MTS) Update

Background:

MTC first defined the Metropolitan Transportation System (MTS) System in the 1991 Regional Transportation Plan (RTP) as the multi-modal transportation system of regional significance. It was refined in 1995 and 1998.

Discussion:

Recently MTC distributed countywide maps, local maps, and road segments to the STA. They were then distributed to each of the member jurisdictions for technical corrections. The cities of Dixon, Vallejo, and County of Solano submitted comments and corrections (see attached).

Recommendation:

Forward a recommendation to the STA Board to submit a letter of concurrence on the proposed technical changes to the MTS System.

Attachment

Dahms/MTC-00-Dixon
 August 2, 2000
 Page 3

TABLE 1
 CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

Street Name	Current Status	Proposed Status by Windsor Dixon	Recommended Status by Caltrans
Business Park Dr (East H St to Industrial Wy)	Add	Collector	Collector
Pleasant Run Dr (Rehrmann Dr to West H St)	Local	Collector	Collector
West F St (Pitt School Rd to North First St)	Local	Collector	Collector
Market Ln (Ary Ln to Pitt School Rd)	Local	Collector	Collector
Ary Ln (Market Ln to Pitt School Rd)	Local	Collector	Collector
N. Washington St (West A St to Amesbury Dr)	Local	Collector	Collector
Pembroke Wy (Amesbury Dr to Fountoain Wy)	Local	Collector	Collector
Pembroke Wy (Fountain Wy to Regency Pkwy)	Add	Collector	Collector
Newgate Wy (West H St to Stratford Ave)	Local	Collector	Collector
Fountain Wy (Austin Dr to Regency Pkwy)	Add	Collector	Collector
Bell Dr (Austin Dr to Pembroke Wy)	Add	Collector	Collector
Austin Dr (Fountain Wy to Weigand Way)	Add	Collector	Collector
Weigand Wy (Austin Dr to Regency Pkwy)	Add	Collector	Collector
Alexander Dr (Russell Ln to Austin Wy)	Add	Collector	Collector
Russell Ln (N Lincoln St to Alexander Dr)	Add	Collector	Collector
Little Ln (N Lincoln St to Weigand Wy)	Add	Collector	Collector

Dahms/MTC-00-Dixon
 August 2, 2000
 Page 4

Dixon

TABLE 1 (continued)
 CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

Dorset Dr (Dorset Ct to N First St)	Add	Collector	Collector
Dorset Court (Dorset Dr to N End)	Add	Collector	Collector
N Lincoln St (Stratford Ave to N First St)	Collector	Minor Arterial	Minor Arterial

Attachments

- A. Local agency cover letter
- B. Request form/worksheet
- C. Memo of justification
- D. Concurrence (internal/external)
- E. Maps

Note: The cover letter for the City of Dixon also includes justification.

Dahms/MTC-00-Vallejo
 August 2, 2000
 Page 3

TABLE 1
 CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

Street Name	Current Status	Proposed Status by Windsor Vallejo	Recommended Status by Caltrans
Sereno Dr (Tuolumne St to Fairgrounds Dr)	Add	Collector	Collector
Broadway (Marine World Pkwy to Tennessee St)	Other Principal Arterial	Minor Arterial	Minor Arterial
Redwood St (Sacramento St to Sonoma Blvd)	Local	Collector	Collector
Parrot St (Sacramento St to Calhoun St)	Local	Collector	Collector
Calhoun St (Benson Ave to Parrot St)	Local	Collector	Collector
Benson Ave (Calhoun St to Willson St)	Local	Collector	Collector
Wilson Ave (Marine World Pkwy to Tennessee St)	Collector	Minor Arterial	Minor Arterial
Nebraska St (Sacramento St to Mariposa St)	Local	Collector	Collector
Mariposa St (Nebraska St to Tennessee St)	Local	Collector	Collector
Clydesdale Dr (Foothill Dr to Pinto Dr)	Minor Arterial	Collector	Collector
Pinto Dr (Clydesdale Dr to Doncaster Dr)	Minor Arterial	Collector	Collector
Trotter Dr (redwood Pkwy to Darley Dr)	Local	Collector	Collector
Ascot Pkwy (Turner Pkwy to Columbus Pkwy)	Collector	Minor Arterial	Minor Arterial
Redwood St (Ascot Pkwy to Columbus Pkwy)	Collector	Minor Arterial	Minor Arterial
Marin St (Tennessee St to Mare Island Wy)	Local	Collector	Collector
Sacramento St (Tennessee St to Maine St)	Other Principal Arterial	Minor Arterial	Minor Arterial
Alameda (Curtola Pkwy to Solano Ave)	Local	Collector	Collector
Curtola Pkwy (Solano Ave to Lemon St)	Minor Arterial	Other Principal Arterial	Other Principal Arterial

Dahms/MTC-00-Vallejo
 August 2, 2000
 Page 4

TABLE 1
 CURRENT AND PROPOSED FUNCTIONAL CLASSIFIC (continued)

Street Name	Current Status	Proposed Status by <i>Windsor Vallejo</i>	Recommended Status by Caltrans
Aragon St (Devlin Dr to Columbus Pkwy)	Local	Collector	Collector
Devlin Dr (Keats Dr. to Columbus Pkwy)	Local	Collector	Collector
Greenmont Dr (Devlin Dr to Columbus Pkwy)	Local	Collector	Collector
W. Lincoln Rd (W I-80 onramp to Maritime Academy Dr)	Local	Collector	Collector
E. Lincoln Rd (Magazine St to Sequoia Ave)	Local	Collector	Collector
Southport Wy (Ascot Pkwy to georgia St)	Local	Collector	Collector
Magazine St (Porter St to Sonoma Blvd)	Local	Collector	Collector
Sandy Beach Rd (Sonoma Blvd to Porter St)	Local	Collector	Collector
Maritime Academy Dr (Sonoma Blvd to Country Lane Dr)	Local	Collector	Collector
Pueblo Wy (E Lincoln Rd to Palou St)	Local	Collector	Collector
Robles Rd (Fairhaven Wy to Glen Clove Rd0)	Minor Arterial	Collector	Collector
New Bedford Dr (Pueblo Wy to Glen Clove Pkwy)	Minor Arterial	Collector	Collector
N. Regatta Dr (Glen Cove Pkwy to Sky Glass Pkwy)	Other Principal Arterial	Collector	Collector
South Regatta Dr (Sky Glass Pkwy to Glen Cove Pkwy)	Other Principal Arterial	Collector	Collector
Hiddenbrooke Pkwy (E. I-80 on/off ramp to Songwood Rd)	Add	Minor Arterial	Minor Arterial
Bennington Dr (Hiddenbrooke Pkwy to Songwood Rd)	Add	Collector	Collector
Songwood Rd (Hiddenbrooke Pkwy to Landmark Dr)	Add	Collector	Collector

Dahms/MTC-00-Solano
 August 2, 2000
 Page 3

TABLE 1
 CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

Street Name	Current Status	Proposed Status by <i>Windsor Solano County</i>	Recommended Status by Caltrans
Boyce Road (Putah Creek Rd. to Wolfskill Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Bulkley Road (Tremont Rd. to Midway Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Canon Road (North Gate Rd to Vanden Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Cantelow Road (English Hills Rd. to Gibson Canyon Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Chadbourne Road (Rockville Road to 0.2 miles south)	Rural Major Collector	Rural Local	Rural Local
Clayton Road (Mankas Corner Rd to Gordon Valley Rd)	Rural Local	Rural Major Collector	Rural Major Collector
English Hills Rd (Cantelow Rd to Peaceful Glen Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Gordon Valley Rd (Clayton Rd to Napa County line)	Rural Local	Rural Major Collector	Rural Major Collector
Grizzly Island Rd (Hill Slough to Montezuma Slough)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Hailey Rd (Wolfskill to Sweeney Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Hawkins Rd (Vacaville City limit to SR 113)	Rural Local	Rural Major Collector	Rural Major Collector
Leisure Town Rd (Vanden Rd to Vacaville City limit)	Rural Major Collector	Rural Other Principal Arterial	Rural Other Principal Arterial

Dahms/MTC-00-Solano
 August 2, 2000
 Page 4

TABLE 1 (continued)
 CURRENT AND PROPOSED FUNCTIONAL CLASSIFICATION

Street Name	Current Status	Proposed Status by <i>Windsor Solano County</i>	Recommended Status by Caltrans
Lewis Rd (Fry Rd to Holdener Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Liberty Island Rd (Rio Vista City Limit to 3.0 miles north)	Rural Local	Rural Major Collector	Rural Major Collector
Magazine St (Gillcrest Ave to Glen Cove Rd)	Urban Local	Urban Collector	Urban Collector
Main Prairie Rd (SR 113 to Pedrick Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Meridian Road North (Sweeney Rd to Allendale Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Meridian Road North (Dixon Ave West to Midway Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Montezuma Hills Rd (Birds Landing Rd to Rio Vista City limit)	Rural Local	Rural Major Collector	Rural Major Collector
Old Davis Rd (Tremont Rd to Yolo County Line)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Peabody Rd (Fairfield City limit to Fairfield City limit)	Rural Minor Arterial	Rural Other Principal Arterial	Rural Other Principal Arterial
Peabody Rd (Fairfield City limit to Vacaville City limit)	Rural Minor Arterial	Rural Other Principal Arterial	Rural Other Principal Arterial
Peaceful Glen Rd (English Hills Rd to Timm Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Pedrick Rd (main Prairie Rd to Midway Rd)	Rural Local	Rural Major Collector	Rural Major Collector
Petersen Rd (Suisun City limit to Urban Local)	Urban Local	Urban Collector	Urban Collector
Petersen Rd (Suisun City limit to Fairfield City limit)	Urban Local	Urban Collector	Urban Collector
Pitt School Rd (Hawkins Rd to Dixon City limit)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Pitt School Rd (Dixon City limit to Sievers Rd)	Rural Minor Collector	Rural Major Collector	Rural Major Collector
Rockville Rd (Green Valley Rd to Paseo Arboles)	Rural Local	Rural Major Collector	Rural Major Collector

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METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
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Memorandum

TO: Partnership Planning & Operations Committee (PPOC)

DATE: July 27, 2000

FR: Valerie Knepper, MTC

RE: MTS Roadway System Refinement Step 2: Refining the Roadway Criteria

Background

MTC first defined the Metropolitan Transportation System (MTS) in the 1991 Regional Transportation Plan (RTP) as the multi-modal system of regional significance, comprised of those facilities and services that are crucial to the freight and passenger mobility needs of the Bay Area, and refined it in 1995. MTC, in cooperation with the Partnership's Planning and Operations Committee, the Bay Area Congestion Management Agencies, and the cities, completed another refinement of the MTS Roadway System for the 1998 RTP.

MTC, again in cooperation with the Partnership's Planning and Operations Committee, the Bay Area Congestion Management Agencies, and the cities, is embarking on another refinement of the MTS Roadway System. This refinement involves three steps: technical corrections, refinement of the criteria, and application of the refined criteria to facilities.

Technical corrections

MTC has distributed MTS countywide maps, local maps, and listings to each of the CMAs. Corrections and comments have been received from most of the CMAs, as listed on the attached page – thank you for your careful reviews. Comments received are noted on the attached list. Corrections that involve errors in the Thomas Brothers basemap will be forwarded to Thomas Brothers for their inclusion in future updates to their basemap. I will be sending out responses to the technical corrections as they are reviewed. Note that, as stated in the review materials, while the geographical information system (GIS) is used as a tool to map and list the facilities included in the MTS, the facilities are included based on evaluation using the criteria as established: the erroneous omission or misnaming of a segment in the GIS listings or map will not affect its inclusion in the MTS.

Refinement of the Criteria

As noted above, MTC has developed and later refined criteria for the MTS roadways, i.e., facilities of regional importance. The current description and criteria are shown below, with proposed changes in italics.

The definition of the MTS hinges on a functional rather than a purely geographic definition of regional significance. The roadway criteria are not based solely on geometric design,

size, physical characteristics, or volume of travel. For the MTS, a facility is included if it improves access to activities crucial to mobility or accessibility as well as the social or economic health of the Bay Area. Links that access major Bay Area activity centers and regional transit hubs, regardless of the trip's length or origin, are important to the region as a whole. Links that weave parts of the Bay Area together by crossing county or city lines are also critical to the MTS concept.

The focus of local MTS roadway facilities (i.e., those in addition to freeways and State Highways, which are already included in the MTS) is on the successful management of mobility and accessibility at the corridor level. This system is being used to implement the core principles of the Partnership's Management Strategy. The Management Strategy gives priority to movement of people during peak commute hours and movement of vehicles, including freight, during off-peak hours.

Criteria:

- Serves a major employment destination or Bay Area activity center
- Provides access within or through the major central business districts of the region
- Provides access for major areas of high density mixed use development
- Provides important intra-regional and/or inter-regional connections
- Provides important connections in the MTS street and highway system
- Route is a principal arterial as defined in the county Congestion Management Program
- Serves significant levels of local trips parallel to a freeway
- Serves as a major cross town arterial for relieving congestion
- Provides access to regional passenger and significant freight transfer facilities
- Provides critical access for transit services or hubs of regional or corridor importance
- Provides essential access to disadvantaged neighborhoods (as defined in the 1998 RTP)¹

As the focus of system management efforts, the MTS would be expected to be the focus of regional performance monitoring efforts. Performance monitoring is a critical aspect of transportation system management. To the extent that monitoring is undertaken in the future, MTC will work with the CMAs to identify appropriate methods and funding arrangements for collecting information on the usage levels and performance of MTS facilities.

Factors for consideration include:

- Recommendations on system performance efforts developed under SB 1995 (in the likely event it passes)
- Findings from the Travel Time Pilot Project
- Coordination with current regional and local (CMP) monitoring efforts
- Experience with current and previous data collection efforts
- Data needs for modeling and analysis purposes
- Data collection costs
- Potential funding sources

¹ The 1998 RTP Equity and Accessibility Analysis used the definition of disadvantaged neighborhoods from the Northern California Council for the Community, which identified 38 such neighborhoods in the Bay Area.

Given the timeframe for recommendations on system performance expected to be developed under SB 1995, detailed plans for MTS monitoring will likely be finalized after the MTS roadway criteria have been refined. The monitoring plan is anticipated to be developed in discussions with the PPOC Performance Measures Task Force and other Partnership committees as appropriate. Implementation of the data collection plan may be phased in if necessary to address local concerns.

Application of the Criteria to Facilities

Following the refinement of the criteria, MTC will work with PPOC and the CMAs to apply the criteria to local roadway facilities.

Schedule:

Task	Time frame
1. Technical corrections	May-June
2. Refinement to the roadway MTS criteria	July-Sept
3. Application of the refined criteria to local roads	Oct - Dec

MTS Questions and Answers

A number of questions have been raised regarding the MTS. These questions involve both planning and funding issues. Of particular note, while MTS designation focuses regional funding and management efforts on particular routes, the amount of MTS mileage in a county does not impact the total level of funds for the county, and there are no plans to base total funding levels on MTS mileage. This issue, along with other questions, is addressed on the attached pages of MTS Roadway Questions and Answers.

Please call me at 510 464-7821 if you have any questions.

Year 2000 MTS Roadway Technical Corrections - Comments received: As of 7/19/2000

Alameda County

- Alameda County CMA, Letter of June 16, 2000
Letter to Conan Cheung, MTC, regarding refinement of the transit MTS

Contra Costa County

- Contra Costa Transportation Authority, Letter of June 30, 2000
Includes comments regarding cities and county.

Napa County

- Napa County Transportation Planning Agency, Letter of July 5, 2000
Includes comments regarding cities and county.

San Mateo County

- County of San Mateo, Letter of June 29, 2000
Comments regarding the unincorporated portions of the county
- Town of Woodside, Letter of June 26, 2000
Comments for Town of Woodside
- City of San Carlos, Letter of June 1, 2000
Comments for the City of San Carlos
- City/County Association of Governments, Memo of June 14, 2000
Copy of internal memo regarding the process for revising MTS
- City/County Association of Governments, Copy of letter
Interest in use of the Federal classification system as the MTS roadway system

Santa Clara County

- Santa Clara Valley Transportation Authority, Memo from June 28, 2000
Comments regarding Santa Clara County

Sonoma County

- City of Santa Rosa, Letter of June 27, 2000
Comments for the City of Santa Rosa
- City of Sebastopol, Letter of June 23, 2000
Comments for the City of Sebastopol
- City of Sonoma, Letter of June 28, 2000
Comments for the City of Sonoma
- City of Healdsburg, Memo of June 1, 2000
Comments for the City of Healdsburg



**METROPOLITAN
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Memorandum

TO: Partnership Planning & Operations Committee

DATE: July 27, 2000

FR: Valerie Knepper, MTC

RE: Questions and Answers about the Metropolitan Transportation System (MTS)

The MTS background and objectives are described in the attached memo, as are the criteria and the process for refinement. As stated, the MTS is the core multi-modal system of regional significance, and includes the facilities and services that are the focus of the Partnership's MTS Management Strategy and MTC's efforts in developing a System Management Plan. The MTS is the system of focus for regional investments. While general information is included in previous memos and the Regional Transportation Plan (RTP) documents, the following is intended to provide additional information.

Process and Planning Questions

1. Why is MTC now refining the Roadway MTS?

MTC is again refining the MTS Roadway System to ensure it continues to serve as an appropriate basis for the regional planning efforts. MTC last refined the MTS Roadway System for the 1998 RTP; refinements may be needed to reflect changes in how facilities are used, as well as local and regional policies. In addition, the refinement will allow use of an updated GIS database will facilitate improved analysis regarding the MTS.

2. What is the overall process for this refinement of the MTS Roadway System?

MTC is working with the Partnership Planning and Operations Committee, the Congestion Management Agencies and cities in refining the MTS Roadway System. MTC is leading a three step process to refine the MTS Roadway System: 1) technical corrections 2) refinement of the criteria, and 3) application of the criteria/ evaluation of the routes. MTC plans to incorporate the refined MTS Roadway System into the next major update of the RTP.

3. How should additions to the MTS Roadway System be proposed, and how will MTC respond to the proposals?

The Year 2000 process for proposed additions to the MTS roadway system is as follows:

- Proposed additions must be in writing from the CMAs, and must specifically address the criteria as established. A map (or set of maps) should be included with all requests within the county.
- There must be written consensus for the proposed addition between the city (or unincorporated county) where the facility is located with the CMA's request (or designated agency), and any other affected jurisdiction (e.g., adjoining city along the facility).
- MTC planning staff will evaluate proposed additions using the refined criteria and will respond to the CMAs.

4. **What is the relationship of the MTS and the CMAs' Congestion Management Program (CMP) systems?**

The MTS was created by MTC and the Partnership based on the federal ISTEA statutes, and is the focus of regional management efforts. The CMP systems were established previously by each CMA based on local interpretations of State statutes, and carries with them monitoring and other requirements. There is considerable overlap between MTS and CMP system designation; in most counties the CMP system is a subset of the MTS. MTC is encouraging a closer alignment of the MTS and CMP systems through the Year 2000 refinement process.

5. **What is the relationship of the MTS to the Federal Functional Classification System?**

All federal functional classifications 1 ("Interstate freeways") and 2 ("other freeways and expressways" – typically state highways) are included in the MTS. The next federal functional classification, Class 3, "other principal arterials," consists of a very large number of facilities, many of which are primarily of local importance. Class 3 facilities included in the CMP systems will be assessed for inclusion in the MTS, upon request by the CMAs. In addition, there are some facilities that serve crucial movements, such as connections to ports, airports, and transit, which are federally functionally classified at levels below 3 but are included in the MTS due to their regional significance.

6. **What is the purpose of the MTS intermodal connectors?**

The intermodal connectors are included in the MTS in order to emphasize and give priority to facilities that play a crucial role in providing access from one mode to another. Such facilities are sometimes under emphasized, as they may play a minor role for each system, but are vital for connections between modes. These intermodal connectors include the National Highway System (NHS) connectors.

7. **What is the relationship of the MTS and performance measures?**

If additional performance monitoring is undertaken in the Bay Area, as is anticipated and would be required with passage of SB 1995, MTC will focus such efforts on the MTS. MTC is anticipating developing a monitoring plan in discussions with the PPOC Performance Measures Task Force and other Partnership committees as appropriate, including discussions of sources of funding for new efforts.

Implementation of any new data collection plan may be phased in if necessary to address local concerns.

8. Will the MTS Transit System be updated?

The MTS Transit System was defined very broadly in the 1994 RTP, and has remained the same since that time. It may be refined in the context of transit coordination and system management planning efforts. Note, however, that the MTC policy decision in the 1998 RTP update to fully fund transit rehabilitation needs included all transit, and was not keyed to a transit MTS.

Project Evaluation and Funding Issues

A number of questions have been asked regarding the impact of the definition of the MTS on project evaluation and funding. A number of major policy initiatives and changes at the regional, State and Federal levels are of far greater importance in determining funding levels and priorities than the specific definition of MTS.

MTC is in the process of developing a conceptual framework for SB 1995, which will include congestion reduction performance measures, provisions for ranking projects based on measures and objectives, performance measurement criteria to evaluate modes, projects and programs in the RTP, and a system management plan, among other elements. These processes will affect decisions regarding the relative levels of funding for rehabilitation vs. other needs, and for highways vs. transit. Additionally, the Governor's budget may influence the use of funds in the region. Finally, the next round of funding will be performed under the next federal reauthorization bill, which will carry with it new policies and requirements. These, along with local policy concerns, will likely have major impacts on the funding process and priorities of the region.

Therefore, while the impact of the definition of MTS in the last round of funding is described below, specific funding policies may be revised and refined, and perhaps altered significantly, for the next round of funding.

9. What is the impact of MTS status on the evaluation of specific projects?

Within the established TEA 21 process, depending on the program, roadway projects were screened for being on the MTS, or received additional points if on or significantly affecting the MTS.

10. Did the MTS roadway mileage in a county affect its total funding levels?

Total funds received within each county were based on funding formulas as established by State and Federal laws and MTC policy, which did not include consideration of MTS mileage. The amount of funds directed regionally to rehabilitation was an MTC policy decision. For MTC's STP/CMAQ program, rehabilitation funding was distributed to counties based on population.

11. Did MTS roadway mileage affect the balance of funds between highways and transit within a county?

MTC made a policy commitment in the RTP to fully fund all transit rehabilitation, all

MTS pavement rehabilitation, and 5% of other roadway rehabilitation costs (including pavement on non-MTS roads, other rehabilitation needs on MTS and non-MTS roads). The RTP assumption is that local funding sources, such as gas tax subventions, rather than regional discretionary funding sources, should be used for the remainder of street rehabilitation purposes.

In the programming process, priorities were made in the direction of these policy decisions, but retaining much of the approach from the last funding cycle. The "target modal level" of funding for programming for each county was midway between the RTP approach as described above, and the first cycle, which was based on the proportion of all road and transit rehabilitation needs. CMAs were directed to invest at least 80% of the rehabilitation funds in Tiers 1 and 2, which include both MTS and non-MTS pavement rehabilitation, as well as transit rehabilitation. However, a number of factors limited the impact of MTS designations:

- The modal needs were defined as targets, not rigid requirements.
- The multi-county regional transit program was included in calculating shares of the program.
- The CMAs had the flexibility to direct other funds where they saw the greatest need.

In future cycles the region will be working toward full implementation of the policies established in the RTP in order to achieve a balance during the TEA 21 authorization.

12. Did MTS status affect the specific projects that are funded within a county?

Projects that were on or significantly affected the MTS received higher evaluations (for equal projects) in some of the counties, and therefore were more likely to receive funding. Note that as clarified above, additional MTS mileage in a county does not provide for additional funds. More MTS mileage creates a larger network where projects may be located, increasing flexibility but reducing focus for these funds. Cities and their CMAs should therefore ensure that the most important facilities, as determined by the criteria, are included on the MTS, and that there is a reasonably balanced system within the county. Note, however, that more MTS mileage does not necessarily achieve more funding even for a particular city, since other criteria also affect the project scoring process and results, and CMAs can also adjust any perceived city inequities with their population share of STP funds.

13. Was it possible for a county to get a higher level of TEA 21 discretionary funds based on MTS mileage?

Our policies were designed to achieve equity by county. Overall levels of funding by county, including TEA 21 discretionary programs, were subject to MTC's policy of 85% - 115% return to county shares. The balance of the county's share of funding was provided based on population formulas, so it was not possible to receive additional total funds.

14. Did MTS designation establish priority for funding for arterial operations projects, in particular MTC's TETAP and RTSOP programs?

The TETAP and RTSOP programs were funded from TEA 21 discretionary funds. Projects that address the criteria, including being on or significantly affecting the MTS, were more highly rated, and therefore received priority for funding. However, even within these programs we strove for, and for the most part achieved, county equity. (Note that the TETAP program has been discontinued.)

15. Did the size of the MTS influence the funding estimates included in the RTP?

The total size of the MTS arterial system in each county influenced the amount of funds designated "off the top" to maintain and operate the MTS, thus reducing funds available for other programs and projects, including maintenance of the non-MTS system.



DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: Janice Sells, Program Manager/Analyst
RE: STA Marketing Program for 2000-01

Discussion:

As part of the STA Board approval of its annual budget for fiscal year 2000-2001, \$15,000 was approved for marketing. The Board has directed staff to use these funds to inform and educate the general public about both the 20-Year Comprehensive Transportation Plan and the overall STA organization and its transportation activities.

In order to reach a variety of markets, it is important to design various materials suitable for several different media alternatives. The proposed budget is designed to take advantage of the various media opportunities available in Solano County.

**STA Marketing Budget
Fiscal Year 2000/20001**

Description	
Income	
1999/2000 Carryover	\$14,711
2000/2001 Budget	\$15,000
Total Budget	\$29,711
Expense	
Booth Display Materials	\$ 1,500
Freeway Signs (construction sites)	\$ 3,000
Newspaper Ads (community input, etc)	\$ 2,000
Printing (STA brochure, flyers, other)	\$ 5,000
Video	\$ 5,000
Radio	\$ 3,500
Direct Mail (Postage)	\$ 1,000
Cable / PSAS	\$ 6,000
Miscellaneous	\$ 2,700
Total Expense	\$29,711

Recommendation:

Forward recommended STA marketing budget to the STA Board for approval.



DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: Sandy Catalano, SCI Outreach Coordinator
RE: 2000 California Rideshare Week

Background:

The 15th annual California Rideshare Week campaign will run from October 2 – 6 this year and will be organized by Solano Commuter Information (SCI) for Solano and Napa counties. Employer packets will be mailed the week of August 28th and Vanpool packets will go out the week of September 11th. This once a year campaign lends the opportunity to reach a broad scope of employers and their employees as well as a vast array of the general public within both Solano and Napa counties. The purpose of this campaign is to provide education on alternative modes of transportation as a means to ease traffic congestion while still experiencing an influx of growth within the counties.

Discussion:

SCI is a public agency program and organizes the Solano and Napa countywide California Rideshare Week Campaign each year. The campaign includes local employer outreach via direct mailings and general public outreach through the distribution of pledge cards inserted in newspapers throughout the counties, community and/or employer events, public displays and other means. Our website located at www.solanolinks.com/kmute800 will be updated for California Rideshare Week through a consultant under a 6-month contract. This will enable commuters to complete an application "on-line" and submit their pledge card through SCI's e-mail address.

SCI provides transit materials and matchlists to all who pledge to try an alternate transportation mode during Rideshare Week. By offering this FREE service, along with FREE transit coupons (for FREE FARE DAYS) to entice "drive alones" to try another way to commute to work, SCI continues to support and promote local transit agencies in conjunction with informing applicants about carpool and vanpool options. Both means help to add new applicants to our database and update existing commute profiles.

Through local transit agencies, free transit tickets are solicited by the Employer Outreach Coordinator (EOC) to be used as prizes after the Rideshare Week Campaign. These transit tickets are awarded through a random drawing from the pledge cards received. Employer sponsorship is actively pursued to secure funds that will be used to purchase

additional prizes for both commuter pledges and an Employer Promotion Coordinator who promoted Rideshare Week at their place of business.

Name recognition is also achieved for SCI through the website and by having our logo on all promotional pieces used during the course of the Rideshare Week Campaign, along with use of an electronic billboard, local radio advertising and press releases.

Events being planned this year during Rideshare Week will include:

- ◆ Monday, October 2 – Capitol Corridor Day – Suisun Amtrak Station
- ◆ Tuesday, October 3 – Baylink Ferry Day – Vallejo Ferry Terminal
- ◆ Thursday, October 5 – Free Transit Fare Day (on specified intercity routes) – VRTC Vacaville
- ◆ Friday, October 6, 10:00 a.m. – Solano Bikeway Groundbreaking, location to be announced

Sponsorship dollars are up this year and employers sound enthusiastic about the campaign. With your participation, California Rideshare Week 2000 could prove to be a great success on a grand scale.

Recommendation:

Forward 2000 Rideshare Program to the STA Board for review and approval.



DATE: August 23, 2000
TO: STA TAC
FROM: Dan Christians, Deputy Director for Planning
RE: SolanoLinks Web Site

Discussion:

The STA has maintained the www.solanolinks.com web site since 1997. Recently, through the assistance of Underground Advertising, the architecture of the entire site has been revised with a new look and some new content (see attached). New information on the Solano Comprehensive Transportation Plan, the Jepson Parkway, Project Monitoring and Intercity Transit will be provided in the near future.

If TAC members have any additional ideas for additional content, the STA will work to accommodate those requests.

Recommendation:

Forward the modified STA website to STA Board for review and approval.

*Agenda Item VII.A
August 30, 2000*



DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: Daryl K. Halls, Executive Director
RE: 2000 Legislative Report

Discussion:

Attached is the August 17, 2000 version of the STA's legislative matrix. This week, the STA forwarded letters in support of AB 2052 and SB 1428 to appropriate Solano County state legislators. Some discussion is still circulating around the State Capitol regarding the potential for one more state budget trailer bill pertaining to transportation. The likely vehicle would be SB 1662. The last day for either house to pass bills is August 31. The deadline for the Governor to sign or veto bills passed by the Legislature is September 30.

Staff will provide a verbal update at the meeting.

Recommendation:

Information only

Attachment

SOLANO TRANSPORTATION AUTHORITY
2000 State Legislative Matrix
August 17, 2000

BILL/AUTHOR	SUBJECT	STATUS	POSITION
State Legislation			
AB 872 (Alquist)	Expedites process for obligation and expenditure of regional and local project funds (i.e. STIP)	Chaptered by Sec. Of State. Chapter 572, Statute of 1999.	Support
AB 1612 (Torlakson)	Originally drafted to create neighborhood street improvement account and allocates \$200M from the state general fund to be divided between the street account (\$100M) and the public transit account (\$100M). Of the \$100M allocated to streets, 50% will be provided to cities and 50% to counties. Amended to serve as vehicle for transportation conference committee.	Senate-Assembly Conference Committee.	Support
AB 2052 (Aroner)	Creates the Welfare-To-Work Account in the State Transportation Fund and allocates \$20 million from the State General Fund to the State Transportation Fund for the development of transportation projects and services to assist CalWORKS program recipients. Amended to specify regional entities eligible to receive funds, including MTC.	Passed Assembly Health and Human Services on 7/5/00. Placed on suspense file in Senate Appropriations on 8/14/00.	Support
SB 428 (Perata)	Creates the San Francisco Bay Water Authority and repeals the authority of MTC to adopt a long-range plan for implementing high speed water transit on the San Francisco Bay	Chaptered by Sec. Of State. Chapter 1011, Statute of 1999.	Oppose, unless amended
SB 1333 (Sher)	Extends the termination date for collection of vehicle abatement program fees until 1/1/2015 and would require each service authority that collects this fee to issue a fiscal year report to the State Controller by October 31 of each year.	Assembly Floor third reading.	Support

ES

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SB 1427 (Rainey)	Would allow a tax credit to an employer for the cost paid for providing subsidized public transit passes to an employee. The credit would be available beginning in 1/1/00 and end before 1/1/05.	First hearing held in Senate Revenue and Taxation on 5/17/00. Further hearing to be set.	Support
SB1428 (Karnette)	Deletes the sunset date for authority to operate freeway patrol program.	Assembly Appropriations with hearing set for 8/24/00.	Support
SB 1506 (Chesbro)	Originally proposed to create new Caltrans District for Napa, Solano, and Sonoma Counties. Amended to study Caltrans District 4 based on specific highways and related transportation issues and conditions.	Hearing postponed by Assembly Appropriations on 8/9/2000.	Support
SB 1995 (Perata)	Requires the Metropolitan Transportation Commission to prepare and adopt a comprehensive congestion reduction plan by 1/1/02. Requires the MTC review all transportation projects funded with county sales tax measures and give first priority for state and federal matching funds for projects consistent with prescribed plan. Recent amendment deleted requirement to give first priority for state and federal matching funds for projects consistent with plan.	Hearing set for Assembly Appropriations on 8/23/00.	Watch
SCA 3 (Burton)	Transportation Funding: Sales Use Tax. Proposes to add an amendment to the Constitution of the State to impose a statewide sales tax in counties with a transportation plan that has been approved by a majority of voters in that county.	Read for the third time w/amendments. Refused adoption. 9/1/99 (46-29 *requires 2/3 vote)	Support



DATE: August 23, 2000
TO: STA TAC
FROM: Dan Christians, Deputy Director for Planning
RE: Request for Cities of Benicia, Dixon and Fairfield for Preliminary Planning and Design Assistance for Capitol Corridor Train Station Improvements

Background:

The Capitol Corridor Joint Powers Agency (CCJPA) is continuing to improve its infrastructure and operations. Current plans are to expand the service to ten trains a day by 2002 or 2003. Once nine or ten trains are reached, an additional stop in Solano County can be expected. Eventually, approximately 16-20 trains a day are proposed to accommodate additional stops in Solano and the rest of the 180 mile long corridor. However, to comply with the CCJPA station criteria, additional improvements will need to be made at each of our three proposed station sites in Benicia, Dixon and/ or Fairfield.

Discussion:

Each of the three Solano train station sites is at different stages of implementation. As part of the Transit Element of the Solano Comprehensive Transportation Plan, the ridership demand and CCJPA location criteria will applied to each of the proposed station locations. However, to be ready for the next station in Solano County when the ninth or tenth train is provided, a number of improvements will be required such as station platforms, access, parking, shelter and pedestrian amenities.

The cities of Benicia, Dixon and Fairfield have each requested (in writing or verbally) technical assistance to help them on the planning, schematic design and cost estimates for each of their stations (see attached letters from Benicia and Dixon—a verbal request has also been made by the City of Fairfield for similar support services). Although the Transit Element will provide some ridership demand and location analysis for each sites, it will not provide the more detailed site planning, schematic design and cost estimates needed for each of these locations.

In 1995, the Solano Rail Facilities Plan provided some initial site planning, architectural renderings and cost estimates for the some of the optional locations. In each case, the station plans and cost estimates need to be updated for future grant requests. STA staff feels it would be beneficial to provide additional technical assistance to advance the preliminary design of each site.

At a future TAC and STA Board meeting, the STA may be programming some STIP Augmentation funds under the Advanced Project Development Element (ADPE) program. These funds can not be used for capital purposes and are intended only for Plans, Specifications and Estimates (PS& E). If these funds are used for PS & E, the project sponsor would still need to prepare a locally funded Project Study Report (PSR) if they plan to propose to request any STIP funds for capital improvements in 2002, 2004 or beyond. Based on the direction of the TAC, Staff will bring a specific recommendation for action on these requests to the September 27 TAC meeting.

Recommendation:

Informational

Attachments

MAYOR DON ERICKSON
VICE MAYOR MARY ANN COURVILLE
COUNCILMEMBER RICHARD L. HUGHES



COUNCILMEMBER CHRIS MANSON
COUNCILMEMBER GIL VEGA
CITY TREASURER GARY RIDDLE

July 3, 2000

Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

ATTN: DARYL K. HALLS

RE: CAPITOL CORRIDOR RAIL SERVICE; REQUEST FOR TECHNICAL ASSISTANCE

Dear Daryl:

The City of Dixon is proceeding with the development of our Downtown Multi-modal Transportation Center and it is currently anticipated that construction of Phase 1 will be completed by the end of this year. This site was identified as the preferred location for a train station in Dixon in the 1995 Solano Rail Facilities Plan.

Phase 1 of the Center consists of 114 parking spaces, bike storage, a bus shelter, landscaping, and lighting. The site will also be the new downtown stop for the CityLink bus service. In order for this site to meet the criteria outlined in the Capitol Corridor Joint Powers Authority's Policy on Train Stations, the following amenities will need to be added before train service can be initiated:

- A 600-foot platform;
- A shelter to seat at least six people;
- A pay phone;
- Provision for ticket vending machines and information kiosks.

An applicant for Capitol's service must also provide ridership projections and a marketing plan.

Dixon also has two site specific issues which need to be investigated. There is an antiquated rail spur adjacent to the site which is used infrequently by Union Pacific Railroad. Also, due to the close proximity of roadway crossings to the station, the rail line at the station will need to have equipment which senses when the trains stop and start so as to permit the arms at the crossings to open and close to control traffic at the crossing while the train is stopped.

1 of 2

City of Dixon

600 East A Street • Dixon, California • 95620-3697
(707) 678-7000 • FAX (707) 678-0960 • TDD (707) 678-1489

Since the Rail Facilities Plan identified three future stations in Solano County, it is likely that the other Cities which hope to develop a rail station will also need this same type of information. The City of Dixon is requesting that the Solano Transportation Authority act as the lead agency to work with the local jurisdictions to develop standard construction specifications for the physical amenities detailed herein, develop ridership projections and a marketing plan, and develop a funding strategy for the needed improvements. In Dixon's case we hope to proceed soon with expansion of the parking facilities and also construct a distinctive "landmark" station building to meet future demand at the site.

Your consideration of this request is appreciated. Please contact me or City Manager Warren Salmons at 707-678-7000 if you have any questions.

Sincerely,



Don Erickson
Mayor

JK/jk

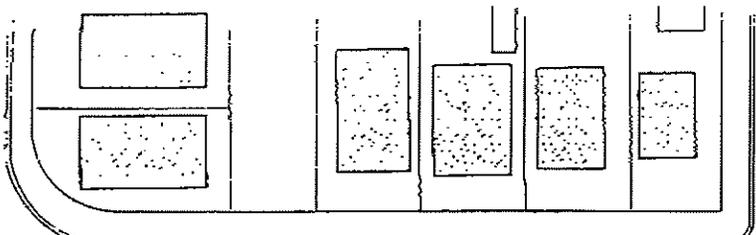
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Attachment: Site Plan

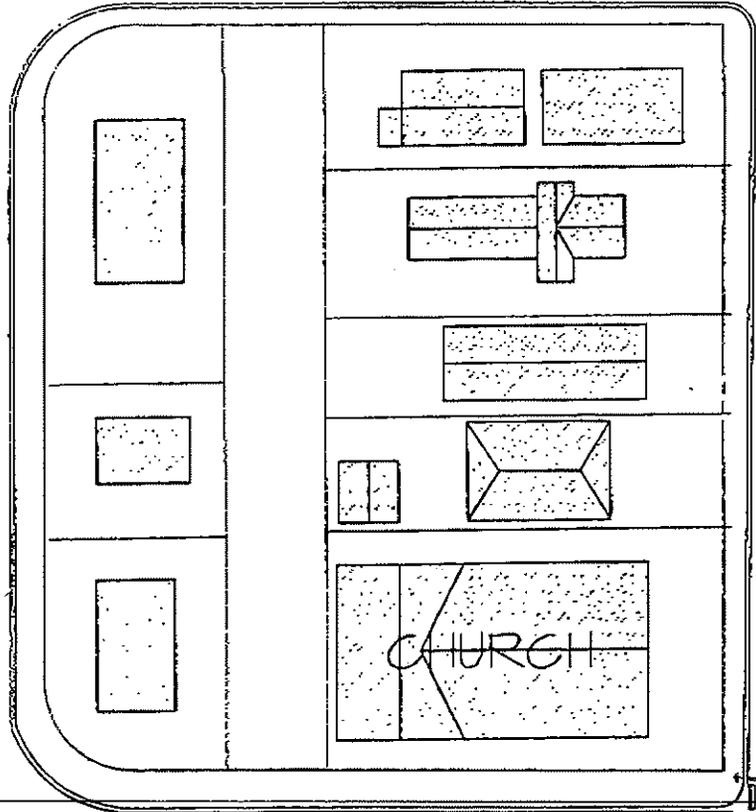
cc: Janet Koster, Public Works

Dixon Multi-modal Transportation Center

ADAMS ST.



WEST C ST. ←



WEST B ST.

← CityLink bus route
— City owned property

3 acres

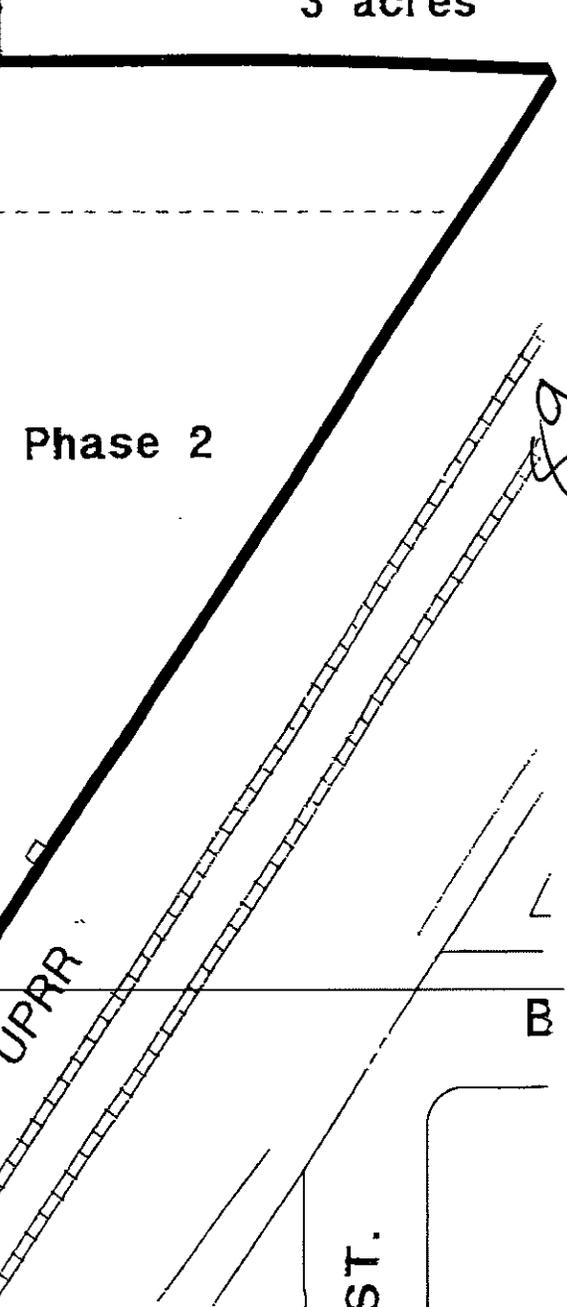
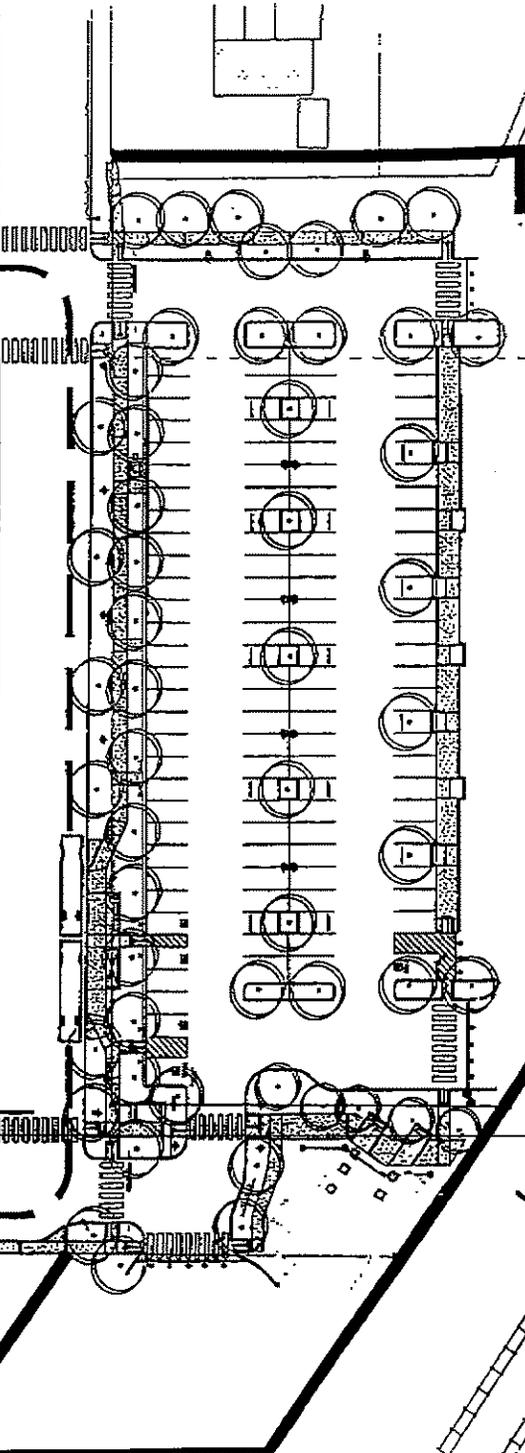
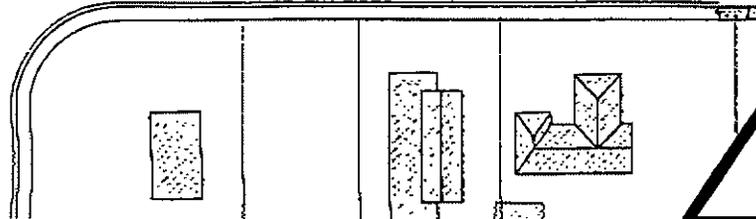
Phase 2

UPRR

B

ST.

68
89





JUL 26 1997

24 July 2000

Mr Daryl Halls
Solano Transportation Authority
333 Sunset Avenue,
Suisun City, Ca 94585

Dear Daryl:

In reference to our recent discussions, would you please consider this the City's request for consultant assistance from Wilbur Smith Associates in connection with the City's desire to have a railroad station at Milepost 38 on the Union Pacific Railroad. As I understand it, Wilbur Smith Associates will be revising the transit element of the Solano Transportation Authority's Comprehensive Transportation Plan and this request would fit nicely within the firm's scope of work.

Assistance, therefore, is requested in the following specific areas:

*development of cost estimate, to include station structure, related landscaping, parking, and other related necessities, and acquisition of land that is currently owned by the Union Pacific Railroad (I will provide greater detail when meeting with the consultants based upon research previously performed);

*Railroad improvements, to include (if needed) installation of two sets of cross over power switches, construction of one 1,000' 'pocket track', and related railroad improvements;

*Needed measures (if necessary) concerning possible mitigation of the identified parcel that is currently zoned 'marsh preserve';

*any other elements that would be appropriate in efforts to see this project to completion.

Mr Daryl Halls

Page 2

24 July 2000

Should you have any question or comment concerning the City's request, Daryl, please contact me at 746.4225.

Very truly yours,

A handwritten signature in black ink, appearing to be 'AN', written in a cursive style.

Alan Nadritch
Finance Director

c: City Manager



DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: John Harris, Deputy Director of Projects
RE: Rapid Bus Proposal for I-80 Corridor Update

Background:

The Governor's approved transportation budget included \$40 million in capital expenses for a Bay Area Rapid Bus system. The STA with significant assistance from the transit providers of the SolanoLinks Consortium submitted a draft countywide Rapid Bus proposal to MTC in June. On August 17, 2000, the MTC hosted the first Regional Express Bus planning meeting. The STA, Vallejo Transit and Fairfield/Suisun Transit were in attendance.

At the meeting on the 17th, MTC staff announced that it would evaluate proposals based on a comprehensive planning approach, which include ridership projections and a phasing strategy. The MTC staff also reiterated the criteria of a rapid bus system (i.e. over-the-road coaches, few if any stops, higher fares etc.). The critical issue of operating funds received the most attention at the meeting. MTC staff discussed the additional \$11 million in State Transit Assistance funding that became available to the region annually for the next five years. (\$3 million of the funds are population-based with MTC discretionary authority and \$8 million are revenue-based with a historical formula driven allocation process). There was consensus at this meeting that the MTC should allocate both STA fund sources to the Rapid Bus program in order to give it a legitimate chance of success. The MTC is also looking for local match commitments in Rapid Bus proposals.

Finally, MTC staff discussed a basic schedule for submission of proposals, which at this time included:

- a call for projects in October 2000
- deadline of March to May 2001 for detailed proposals

The STA will be developing a more "rapid bus" refined proposal in coordination with the SolanoLinks Consortium and the newly formed North and South County Transit Working Groups.

Recommendation:

Informational



DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: Dan Christians, Deputy Director for Planning
RE: Solano County Comprehensive Transportation Plan

Discussion:

Community Input Process: During the past few weeks, each of the STA Board Members, TAC and Consortium members and STA staff have been actively working on the Community Input Process. This process will involve a presentation before the City Council and a community workshop in each of the seven cities. Most of the events have now been planned (see attached list of pending events. The STA's, Janice Sells, is the staff lead on coordinating the outreach for the plan.

Transportation Consultant: Fehrs & Peers and Associates have been working on the preliminary traffic analysis for the Arterials, Highways and Freeways Element. As part of their work they have prepared a proposed methodology for determining the Level of Service for major road segments and compiling all current available 24 hour traffic counts for key arterials, highways and freeways (see attached document entitled "Daily LOS Threshold for Roadway Planning"). For segments where there are no recent counts, Fehrs & Peers plans to do some additional counts during the next month.

The consultants have also prepared a limited quantity of the enclosed maps showing roadway functional classifications (see enclosed color maps prepared for south and north county). Some additional maps will be available at the meeting upon request. Please review and comment on these attachments and maps at the TAC meeting no later than September 15. At the September 27 TAC meeting, the TAC will be requested to approve the final version of these documents prior to being submitted to the STA Arterials, Highways and Freeway Subcommittee and STA Board for approval.

Transit Element Consultant: Wilbur Smith and Associates is beginning to collect data on existing transit ridership and costs for various intercity transit routes. During the next week or so, they will be contacting each of the transit operators for information on each of the intercity services. Attached is a copy of their survey data needs.

Needs Assessment: As a result of the recent meetings held with each of the eight STA member jurisdictions, the needs assessments have been further updated and refined. It is requested that all final changes to the needs list be made by each of the jurisdictions and forwarded to the STA by September 30.

Subcommittees: As part of the Comprehensive Transportation Plan, the Alternative Modes subcommittees have met three times and the Transit and Arterial, Highways and Freeways Modes Subcommittees have met twice. The next subcommittee meetings are being proposed as follows:

Transit Subcommittee	October (Actual date TBD)
Arterials Subcommittee	Late October/Early Nov. (Actual date TBD)
Alternative Modes Subcommittee	November 17, 3:30 p.m.

Recommendation:

Informational

Attachment

SOLANO INTERCITY TRANSIT PLAN – DATA NEEDS

1. Short Range Transit Plans and Long Range Plans
2. 1995 & 1998 Solano Intercity Transit Plan
3. Current Status/plans for rail stations
4. Published schedules, fare info and maps
5. TAZ boundaries and travel model
6. Base maps and if available aerial photos for station sites
7. Current ridership and cost info
8. Unmet Transit Needs minutes concerning the four identified issues



DATE: August 23, 2000
TO: STA TAC
FROM: John Harris, Deputy Director for Projects
RE: Project Monitoring and Highways Status

Background:

The following is a brief status report of current activities in the project-monitoring program;

*STA staff is working with John Garlock (Quincy Engineering) to develop an updated and enhanced individual project status listing. The goal is to introduce this new listing at the October STA TAC meeting.

*Attached is the latest listing from MTC regarding the obligation of TEA-21 Pre-Cycle projects. Currently Solano County shows a 70% obligation rate. Fifty per cent of the RABA local road funding will be based on the successful obligation rate of these projects. STA staff is working with several cities to obligate the remaining projects before September 30, 2000.

*Also attached is an updated status report of Solano Highway Projects.

Recommendation:

Informational

Attachments

TEA-21 Pre-Cycle
Full Obligation Required by September 30, 2000
as of June 30, 2000

Agency	TIP ID	EA	Federal Proj No.	FTA Grant #	Program (Pre-Cycle)	RABA LSI	Project Title	Program Amount	Pending Obligations	Pending Oblig. Date	Completed Obligations	% Oblig.	Oblig. Date	Balance Remaining	% Remain.	MTC Oblig. Deadline
SANTA CLARA																
City of San Jose	SCL97AM49	04-928538	STPL-5005(055)		STP-D	LSI	Guadalupe Corridor Controller Replacement - (1997 RTSOP III)	\$283,200			\$282,200	100%	04/15/98	\$1,000	0%	09/30/2000
City of Cupertino	SCL97AM48	04-928537L	STPLMA-5318(004)		STP-D	LSI	De Anza / Stevens Creek Controller Upgrades - (1997 RTSOP III)	\$307,095			\$307,095	100%	04/23/99	\$0	0%	09/30/2000
County of Santa Clara	SCL97AM50	04-928539	STPL-5937(049)		STP-D	LSI	Lawrence Expressway: Adaptive Signal Control - (1997 RTSOP III)	\$336,300			\$336,300	100%	06/08/00	\$0	0%	09/30/2000
MTC	MTC990002	04-928218	STPL-6003(012)	CA-90-X937	STP-D		Regional Single Fare Collection System (Translink) - Santa Clara County portion	\$611,000			\$611,000	100%	08/27/99	\$0	0%	09/30/2000
MTC	SCL979002	04-928329	CML-6084(017)		STP-D	LSI	Traffic Engineering Technical Assistance Program (TETAP) - Santa Clara Co. portion	\$88,000			\$88,000	100%	02/28/97	\$0	0%	09/30/2000
Caltrans	SCL979004			99-21 Re-programmed \$2,500 to Rte 237 Drainage	STP-D		Route 880/237 Interchange Modifications (Discretionary Portion)	\$7,148,000			\$0	0%		\$7,148,000	400%	09/30/2000
Caltrans	SCL979001	04-438611	6204		STP-D		Routes 880/237 Interchange Modifications (Discretionary Portion) - Remaining Balance	\$4,649,000			\$0	0%		\$4,649,000	100%	09/30/2000
Caltrans	SCL990003	04-438634	STPL-6204(034)		STP-D		Route 237 Drainage and Pump Station (part of Routes 880/237 IC Modification)	\$2,500,000			\$2,500,000	100%	10/22/99	\$0	0%	09/30/2000
Santa Clara County Discretionary Total:								\$8,774,595			\$4,124,595	47%		\$4,650,000	53%	
Santa Clara County Guarantee Total:																
City of San Jose	SCL975013	04-923143	STPL-5005 (057)		STP-G	LSI	San Jose Street Rehabilitation (Payback)	\$1,400,000			\$1,378,855	98%	05/18/00	\$21,145	2%	09/30/2000
City of San Jose	SCL976003	04-928016	STPL-5005(039)		STP-G		Trimble Road Widening	\$2,880,000			\$2,880,000	100%	04/13/00	\$0	0%	09/30/2000
City of Sunnyvale	SCL684050	04-923255	STPL-5213(008)	Cycle I Project	STP-G		Waffle Road/El Camino Real Widening and Signal Improvements	\$1,824,000			\$309,000	46%	04/06/00	\$1,524,000	84%	09/30/2000
County of Santa Clara	SCL976005	04-927990	STPL-5937(035)		STP-G	LSI	County FAS Share for Rehabilitation of Santa Teresa Blvd	\$680,000			\$581,675	100%	08/02/99	(\$1,675)	0%	09/30/2000
Caltrans	SCL979004			97-18 & 99-18 Re-programmed Funds to Trimble and Waf	STP-G		Route 880/237 Interchange (Guarantee portion)	\$4,711,000			\$0	0%		\$4,711,000	400%	09/30/2000
Santa Clara MTA	SCL978007			Project Deleted - Funds Transferred to Articulated Buses	STP-G		Route 101 Auxiliary Lane at Route 67	\$5,600,000			\$0	0%		\$5,600,000	400%	09/30/2000
Santa Clara VTA			6067		STP-G		Articulated Bus Purchase	\$5,800,000			\$0	0%		\$5,800,000	100%	09/30/2000
Santa Clara County Guarantee Total:								\$10,560,000			\$4,940,530	47%	47%	\$5,619,470	53%	
Santa Clara Local Streets Improvements (STP-D & STP-G) Total:								\$3,094,595			\$3,074,125	99%		\$20,470	1%	
SANTA CLARA TOTAL:								\$19,334,595			\$9,065,125	47%		\$10,269,470	53%	
SOLANO																
City of Benicia	SOL970003	04-928645	STPL-5003(008)	CA-90-X878	STP-D		Benicia Transit Bus Purchase	\$198,000			\$198,000	100%	07/09/98	\$0	0%	09/30/2000
MTC	MTC990002	04-928218	STPL-6003(012)	CA-90-X937	STP-D		Regional Single Fare Collection System (Translink) - Solano County portion	\$263,000			\$263,000	100%	08/27/99	\$0	0%	09/30/2000
MTC	MTC970030	04-928329	CML-6084(017)		STP-D	LSI	Traffic Engineering Technical Assistance Program (TETAP) - Solano County portion	\$20,000			\$20,000	100%	06/14/99	\$0	0%	09/30/2000
Solano CTA	SOL970032			99-10 Re-Programmed Project to Cycle I	STP-D		I-80 Reliever Route (Van Dusen and Leisure Town Roads)	\$1,451,000			\$0	0%		\$1,451,000	400%	09/30/2000
Solano County Discretionary Total:								\$481,000			\$481,000	100%		\$0	0%	
City of Benicia	SOL970004			Project Deleted - Funds Transferred to Vallejo Bus Rehab	STP-G		Three Bus Rehabilitations for Benicia Transit	\$417,000			\$0	0%		\$417,000	400%	09/30/2000
City of Benicia	SOL970006	04-928479	STPL-5003 (007)		STP-G	LSI	Chelsea Road Improvements, City of Benicia	\$53,000			\$52,675	99%	07/14/99	\$325	1%	09/30/2000
City of Vallejo	SOL970004		5030		STP-G		Three Bus Rehabilitations	\$317,000			\$0	0%		\$317,000	100%	09/30/2000
City of Vallejo	SOL970066	04-923358	STPL-5030(019)		STP-G	LSI	Curtola Parkway (3) Improvements, Vallejo	\$54,000			\$54,000	100%	02/22/00	\$0	0%	09/30/2000
City of Vallejo	SOL970073	04-923358	STPL-5030(019)		STP-G	LSI	Lemon Street (4) Improvements, Vallejo	\$26,000			\$4,004	15%	02/22/00	\$21,996	85%	09/30/2000
City of Vallejo	SOL970076	04-923358	STPL-5030(019)		STP-G	LSI	Mare Island Parkway (2) Improvements, Vallejo	\$120,000			\$0	0%		\$120,000	100%	09/30/2000
City of Vallejo	SOL970082	04-923358	STPL-5030(019)		STP-G	LSI	Tennessee (3) Route 29 to Monterey in Vallejo	\$116,000			\$0	0%		\$116,000	100%	09/30/2000
City of Vallejo	SOL970138	04-923358	STPL-5030(019)		STP-G	LSI	Tennessee (2) Marin to Route 29 in Vallejo	\$68,000			\$0	0%		\$68,000	100%	09/30/2000
City of Vallejo	SOL970139	04-923358	STPL-5030(019)		STP-G	LSI	Tennessee (1) Watson to Marin in Vallejo	\$99,000			\$0	0%		\$99,000	100%	09/30/2000
City of Suisun City	SOL970035	04-928643	STPL-5032 (003)		STP-G	LSI	Pintal Drive Improvements in Suisun City	\$238,000			\$238,000	100%	09/04/98	\$0	0%	09/30/2000
City of Dbon	SOL970014	04-923115	STPL-5059 (003)		STP-G	LSI	Pitt School Road Improvements in Dbon	\$124,000			\$124,000	100%	05/16/99	\$0	0%	09/30/2000
City of Vacaville	SOL970051			99-15 Transferred Funds from Leisure 'B' to Leisure 'A'	STP-G		Leisure Town (a), Vacaville	\$197,000			\$0	0%		\$197,000	400%	09/30/2000
City of Vacaville	SOL970051		5094		STP-G	LSI	Leisure Town (a), Vacaville	\$267,000			\$0	0%		\$267,000	100%	09/30/2000
City of Vacaville	SOL970052			99-15 Transferred Funds from Leisure 'B' to Leisure 'A'	STP-G		Leisure Town (b), Vacaville	\$70,000			\$0	0%		\$70,000	400%	09/30/2000
City of Vacaville	SOL970059	04-928412	STPL-5094 (010)		STP-G	LSI	Peabody Improvements - Resurfacing, Vacaville	\$133,000			\$133,000	100%	09/30/97	\$0	0%	09/30/2000
City of Rio Vista	SOL979028			Project Deleted - Funds Transferred to Main Street Overlay	STP-G		Airport Road Improvements, Rio Vista	\$60,000			\$0	0%		\$60,000	400%	09/30/2000
City of Rio Vista	SOL991022	04-923423	STPL-5099(004)		STP-G	LSI	Rio Vista Main Street Improvements Projects Overlay	\$60,000			\$17,706	30%	05/02/00	\$42,294	70%	09/30/2000
City of Fairfield	SOL970027	04-928623	STPL-5132(007)		STP-G	LSI	Pennsylvania Avenue Improvements, Fairfield	\$445,000			\$445,000	100%	05/19/00	\$0	0%	09/30/2000
County of Solano	SOL870029			Funds Transferred to Bridge Replacement and Var. Overlay	STP-G		County FAS Guarantee - Suisun Valley Road Bridge Widening	\$602,000			\$0	0%		\$602,000	400%	09/30/2000
County of Solano	SOL970029	10-105534	STPL-5923(009)		STP-G	LSI	Suisun Valley Road Suisun Creek Bridge Replacement (County FAS Guarantee)	\$70,000			\$70,000	100%	01/28/00	\$0	0%	09/30/2000
County of Solano	SOL970031	04-923141	STPL-5923(040)		STP-G	LSI	Solano County - Various Roads Pavement Overlay (County FAS Guarantee)	\$532,000			\$532,000	100%	04/13/99	\$0	0%	09/30/2000
Solano County Guarantee Total:								\$2,723,000			\$1,671,385	61%	61%	\$1,051,615	39%	
Solano Local Streets Improvements (STP-D & STP-G) Total:								\$2,426,000			\$1,691,385	70%		\$734,615	30%	
SOLANO TOTAL:								\$3,204,000			\$2,152,385	67%		\$1,051,615	33%	

* Pending Obligations - Approved by Caltrans D-4 and forwarded to Caltrans HQ
* Completed Obligations - Reported in Caltrans RSTP/CMQAQ Obligation Report

SOLANO HIGHWAY PROJECTS

Status Report, August 2000

Projects	FUNDING			PROJECT STATUS		
	Projected Cost	% Funded	Fund Sources	Status	Begin Construction	Projected Completion
1 Benicia / Martinez Bridge	\$545 M	100%	Bridge Tolls	Recent projected \$160 M cost over-run	Summer 99	2003 / 2004
2 Carquinez Replacement Bridge	\$340 M (construction only)	100%	Bridge Tolls	Under Construction; on target so far	Mar-00	early 2003
3 Highway 37 (Phase I)	\$3.6 M	100%	STIP	Phase I will restore tidal wetlands at Guadalcanal Village and will provide mitigation for the loss of wetland habitat associated with the proposed construction of the 4-lane freeway on SR 37. As of 6/00, Phase I of the project is at 95% PS&E. *	Fall 2000	Spring 2002
3 Highway 37 (Phase II)	\$50.8 M	100%	STIP	Phase II will construct a four-lane freeway from the Napa River Bridge to Enterprise Street. Most of this phase will be constructed on the existing alignment. As of 6/00, Phase II of the project is at 65% PS&E.	Feb-02	Jul-04
3 Highway 37 (Phase III)	\$65.7 M	100%	ITIP; RTIP	Phase III will construct a four-lane freeway from Enterprise St. to Diablo St. and a partial cloverleaf interchange for Rt. 37/29 intersection. Phase will be located on a new alignment north of the existing alignment of Rt. 37. As of 6/00, Phase III is at 65% PS&E.	Feb-03	Dec-05
4 Jepson Parkway	\$75 M	66%	TEA-21; STIP; Local	Concept Plan completed; initiating environmental review; 10 segments	certain segments underway	final segments 2004-2007
5 I-80 / I-680 Interchange Project	\$400 M (10-year-old estimate)	TBD	STIP	Effort is underway to accelerate auxiliary lane segment to coincide with bridge opening; Caltrans initiated a PSR (**) for moving truck scales. \$13 M in Governor's budget for interchange (flexible); I-80 corridor study to begin; \$16 M in I-TIP request.	2002 (auxiliary only lanes)	2003
6 I-80 (Vacaville to Dixon)	\$37 M (construction only)	TBD	I-TIP	Environmental funded at \$3 M. PS&E (design) funded for \$5 M. 10.5-mile stretch to be widened from 6 to 8 lanes.	TBD	TBD
7 Highway 12 MIS*** (I-80 to Rio Vista)	TBD	TBD	TBD	MIS initiated (\$110,000 Caltrans funded) and underway.	TBD	TBD
8 Highway 12 (Napa to I-80)	\$104 M	TBD	ITIP	A project study report for PA & ED (Project Approval and Environmental Document) completed. Received \$7 M from Governor's budget for design, environmental reviews; and ROW (Right of Way). Another \$7 M requested under I-TIP to fully fund design and cover Hwy. 12 / Rte. 29 interchange.	TBD	TBD
9 Red Top Slide (I-80)	TBD	TBD	Caltrans	Mitigation measure; SHOPP funding; a candidate for Design Sequencing program.	TBD	TBD

* Plans, Specifications, and Estimates

** Project Study Report

*** Major Investment Study

101



DATE: August 23, 2000
TO: STA TAC
FROM: John Harris, Deputy Director for Planning
RE: Oleander Trees on I-80

Background:

In May, the City of Vacaville expressed concern over the removal of oleander shrubs by Caltrans as part of the Ulatis Creek Bridge replacement project on Interstate 80. Caltrans District IV Director Harry Yahata responded by stating that this issue may also involve several other projects along the I-80 corridor in Solano County (letter attached). Caltrans staff was unable to attend the June STA TAC meeting but Pat Pang is scheduled to attend the August STA TAC meeting to discuss this issue.

Recommendation:

Informational

Attachment

DEPARTMENT OF TRANSPORTATION

BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454



May 30, 2000

Honorable David A. Fleming
Mayor, City of Vacaville
650 Merchant Street
Vacaville, CA 95688-6908

Dear Mayor Fleming:

This is in response to your letter dated March 31, 2000, and the attached City Council's resolution expressing concerns over the removal of Oleander shrubs as part of the Ulatis Creek Bridge replacement project on Interstate 80. Let me assure you that Caltrans is sensitive to your concerns and is committed to work closely with the city to address them.

Under this project, in order to maintain adequate freeway traffic lanes during construction, the existing median between Davis Street Overhead and Allison Drive Overcrossing (approx. 1 mile) will have to be paved and utilized as a detour. This will result in the removal of the existing cable barrier and the Oleander currently in the median within the construction limits. This project is currently in the planning phase, we anticipate to advertise this project in the Spring of 2003.

In addition to the Ulatis Creek Bridge replacement project, the following three projects along the I-80 corridor may also require the removal of Oleander in the median:

1. 4-Sol-80 PM 27.2 EA OT170K
Construct auxiliary lane on W/B I-80 at the vicinity of I-80/I-505 I/C
Project Status: Currently in environmental phase, expect to clear in 9/02
Project Sponsor: Caltrans
2. 4-Sol-80-PM 29.5/30.5 EA OT2101
Reconstruct I-80/Leisure Town Road I/C
Project Status: Currently in design phase, expect to advertise in 1/02
Project Sponsor: City of Vacaville

Honorable David A. Fleming
May 30, 2000
Page 2

3. 4-Sol-80 PM 30.9/40.7 EA OT200K
Widen I-80 from 6 to 8 lanes from Meridian I/C to Pedrick Road I/C
Project Status: Currently in environmental phase, expect to clear in 7/01
Project Sponsor: Caltrans

As all of the above projects may also require the removal of Oleander in the median, Caltrans would like to work in partnership with the county and the affected cities to develop practical and consistent mitigation strategies to address this sensitive issue along the I-80 corridor. To that end, we are preparing to initiate discussion with the Solano Transportation Authority on this subject during their upcoming board meeting on June 14, 2000.

We will keep you updated with the result of our discussion with the county. Meanwhile, if there are any questions, please do not hesitate to contact Mr. Patrick Pang, Project Manager at (510) 286-5125.

Sincerely,



HARRY Y. YAHATA
District Director

cc: Daryl Halls - Solano Transportation Authority
Dale Pfeiffer - City of Vacaville
Ronald L. Hurlbut - City of Fairfield
Ronald Tribbett - City of Dixon



DATE: August 23, 2000
TO: STA TAC
FROM: Dan Christians, Deputy Director for Planning
RE: Solano Bikeway Update

Background:

The Bay Area Air Quality Management District previously sent a letter requiring that this project be awarded a bid and be fully under contract no later than August 15, 2000 in order to retain a \$392,000 Regional Transportation Fund for Clean Air grant. On August 10, 2000, the City of Vallejo opened bids and the lowest bidder was \$1.940 million. On August 22, 2000, the Vallejo City Council fully funded the Solano Bikeway Project with an additional \$350,000 of general funds (with the stipulation that they would continue to pursue any additional grant funds to offset these local funds. On August 24, 2000 the California Transportation Commission is expected to allocate the remaining \$250,000 of Environmental Enhancements Program funds. With these three major grants secured, this significant bikeway project is expected to be awarded by the Vallejo City Council on August 29. Caltrans has also issued all necessary permits for project construction.

Discussion:

Now that the project is fully funded and all necessary permits have been secured, the following schedule is proposed:

City of Vallejo Awards Bid	August 29
Contract Signed	September 1 - 15
Project Commences	September 30
Groundbreaking	October 6, 10:00 a.m.

Although, this schedule will not fully meet the BAAQMD time requirement, the STA has requested that they would allow one additional administrative time extension to September 30 to allow this complex project to get underway. STA staff is appreciative of all the strong commitment of the STA Board, the TAC, City of Vallejo Caltrans, the, BAAQMD, MTC, CTC and the STA BAC to help make this project a reality.

Recommendation:

Informational



DATE: August 23, 2000
TO: STA TAC
FROM: Dan Christians, Deputy Director for Planning
RE: Highway 12 MIS Study Update

Background:

Caltrans District 4 was successful in obtaining a \$110,000 State Planning and Research (SP&R) grant for a Major Investment Study (MIS) for Highway 12 between I-80 and the Sacramento River. Caltrans District IV requested the STA take the lead in the study. This MIS will be an interregional corridor study that will address a variety of long term transportation issues to improve travel safety and travel way operations. A committee of representatives along the corridor has met twice and is expected to meet again on September 1 at 1:30 p.m.

Discussion:

A proposed Purpose and Needs statement has been attached. It is requested that each TAC member along the corridor review this statement and submit any comments or final suggested changes by the September 1 meeting.

Also, if any of the member jurisdictions have any special transportation needs along the corridor, it is requested that they be submitted to STA staff by August 31.

Recommendation:

Informational

Attachment

STATE ROUTE 12 MIS AND PSR EQUIVALENT PURPOSE AND NEED STATEMENT

The State Route (SR) 12 Major Investment Study (MIS) and Project Study Report (PSR) Equivalent is being prepared to identify the physical improvements and management practices necessary to appropriately serve future travel demand on SR 12 between Interstate 80 and the Rio Vista Bridge. In addition, the identified improvements and travel demand forecasts will be consistent with those developed by the 1997 MIS prepared for the section of SR 12 from the Rio Vista Bridge to SR 99.

While the corridor does not currently experience regular periods of congestion and delay, except for the portion through downtown Rio Vista, travel demand forecasts predict that traffic will more than double in the next twenty years. If improvements are not made in the corridor, poor service levels and "stop-and-go" conditions are predicted for SR 12, particularly on the portion east of SR 113.

This study will identify existing and future travel levels, including traffic generated by regional through trips, goods movement, intercity travel, commute traffic, agricultural truck trips and recreational travel. The type and size of roadway facility necessary to serve traffic levels forecast for the corridor as a whole will be identified and a plan for the phased implementation of near-term physical improvements and management practices will be developed. In addition to the use of corridor capacity and travel demand as decision factors, the study will also be conscious of the existing visual character and urban design features of the existing corridor and work to preserve these features.

Identified improvements will be conscious of travel safety problems that currently exist in the corridor, and work to eliminate any safety hazards. The study will also identify the environmental constraints that exist in the corridor. Project partners will be identified and engaged so that funding sources for the identified improvements may be developed. Finally, the MIS process will work to proactively involve all interested parties and their input in a meaningful fashion.

Ultimately, the goals will be to:

- Improve the transportation network and goods movement;
- Effectively serve all facility users;
- Preserve and protect the environment; and
- Preserve travel safety.



DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: John Harris, Deputy Director for Projects
RE: State Budget – Public Transportation Account (PTA) Funds for Local Roads

Background:

Attached is a copy of MTC's synopsis of the Governor's Traffic Congestion Relief Plan dated July 6, 2000. Included in this document are tables displaying the projected distributions of funds to cities and counties for local streets and roads for FY01 through FY06. Also included is a table with the increased amounts of State Transit Assistance funding available to the region through the Public Transit Account (PTA) for FY 02 through FY 06.

Recommendation:

Informational

Attachment

///



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: Legislation Committee

DATE: July 6, 2000

FR: Executive Director

RE: Governor's Traffic Congestion Relief Plan/AB 2928 and SB 406

Governor Davis signed the FY 2000-01 budget on June 30, 2000. This is the first step of three actions to implement the Governor's "Traffic Congestion Relief Plan," which was introduced in April 2000. Two bills, AB 2928 and SB 406, round out a comprehensive statewide transportation investment program by detailing implementation of the Administration's Traffic Congestion Relief Plan and related elements. As you may know, this package was the subject of intense discussion and negotiation between the Legislature and the Administration in the waning days of fiscal year 1999-2000. As reported to the Commission in a memorandum distributed at its June 28th meeting, AB 2928 — as a budget trailer bill — contains the details of administering the transportation program, while SB 406 (as a trailer to the trailer) clarified the specific project listings and sponsors eligible for funding for the "Traffic Congestion Relief Fund" (TCRF). Both AB 2928 and SB 406 were signed by the Governor today in San Francisco. While most projects added by the Legislature were left in tact, Governor Davis did use his line-item veto authority to "blue pencil" \$45 million of the proposed \$50 million for seismic retrofit of the Golden Gate Bridge, and \$2 million for service expansion for the Capitol Corridor Intercity Rail service between the Bay Area and Sacramento (\$25 million for capital improvements remains in the enacted bill.) Attachment A contains a summary of the key elements of AB 2928. Attachment B contains a listing of the Bay Area projects and their designated project sponsors. Attachment C presents estimates of programmatic funding for local streets and transit that should be available through the bill.

AB 2928 is complex, and successful implementation of TCRF projects entails several challenges that the Commission and the Bay Area Partnership will need to address over the next several weeks and months. One of the most pressing concerns is that SCA 3, a cornerstone of the Commission's legislative agenda, failed to be included as an element of the overall statewide package. Absent a reasonable option for local agencies to raise transportation funds on their own, finding adequate matching money to fully fund the majority of TCRF projects becomes a major hurdle. An outline of this and other issues is presented below, as a starting point for discussion. Recommendations to deal with these issues

will be central to our upcoming meetings with the Partnership Finance, and Planning and Operations Committees, with subsequent reports to and action by the appropriate Commission committees as needed.

Implementation Issues for Consideration

1. Future funding issues and requirements. What options do we have for securing local match for partially funded TCRF projects? How will that affect future STIP and federal programming decisions? What local sources might be available, particularly given the failure of SCA 3 to move this session? What other short-term advocacy efforts, if any, do we pursue for projects in the Commission's *Blueprint Phased Implementation Plan* that are not included or underfunded in the final statewide plan hammered out by the Governor and the Legislature?

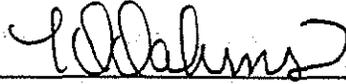
Some key points to observe here include:

- Flexible federal funds — Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds — are completely programmed through the remainder of TEA-21 in the Bay Area, including the region's share of "revenue aligned budget authority" (RABA) funding. Even if MTC and the Partnership had not concluded the programming of these funds, Commission policy directs the majority of these federal discretionary funds to rehabilitation, maintenance and operations, as opposed to expansion.
- State Transportation Improvement Program (STIP) funds, on the other hand, are oriented to expansion projects, very much like those proposed for the TCRF. The California Transportation Commission (CTC) adopted a new 2000 STIP Fund Estimate in June 2000 which makes \$1 billion statewide available for additional programming between FY 2000-01 and 2003-04. These funds could be directed to match the TCRF projects, if regional/local project priorities align with those of the Administration. As well, the Bay Area and other regions will be gearing up for the 2002 STIP, which could bring roughly \$2 to 3 billion to the table.
- Even if funding is secured for capital projects, the dilemma remains that for transit service expansions (rail, express bus and lifeline services), the question of transit operating funds remains largely unanswered. In addition, the statewide plan only makes limited funds available for local streets and roads rehabilitation, despite the evidence that the backlog is significant, growing and irresolvable absent some type of dedicated revenue source. AB 2928's provision for diverting a portion of the sales tax on gas for five years for these purposes is a start, but falls far short of needs.

- The Blueprint implementation plan sets the stage for our upcoming advocacy in Washington D.C., particularly with respect to discretionary New Starts and bus funding. Recall that Congresswoman Ellen Tauscher explicitly requested the Bay Area to develop the next package of rail/rapid transit agreements to follow the conclusion of the current Resolution No. 1876 agreement. For example, the Blueprint plan proposes New Starts funding for the Muni Metro Central Subway and BART Warm Springs extension after BART-SFO is fully funded. The plan also earmarks significant federal bus discretionary funding for the rapid bus program. A key next step will be to translate these Blueprint projects into Regional Transportation Plan (RTP) commitments once projects secure full funding from federal, state and local sources.
 - While the overall statewide transportation package is a significant first step forward, the greater challenge facing this region and the state is the estimated \$118 billion in transportation needs over the next ten years, result of decades of under-investment in California's infrastructure. Our own *Blueprint Phased Implementation Plan* represents only one-tenth of the needs identified in the overall Blueprint inventory. Clearly, the need for other sources, such as local 1/2 cent sales taxes, will also have to be brought to bear. The Commission requested in June that we begin exploring alternative ways to secure the capacity to raise local dollars, anticipating the 2001 state legislative session.
2. Planning studies, project flexibility, RTP incorporation : How do we best coordinate on-going or future studies whose findings will likely have a bearing on the viability of projects targeted for TCRF funding? Who will be responsible for these planning efforts? On what timetable? How do these studies align with the RTP? Will we have the flexibility to direct TCRF funding to alternative projects that would, as result of detailed planning analyses, be better suited to address targeted congestion and mobility needs?
- This topic was a key element of the *Blueprint Phased Implementation Plan*. Major on-going analyses include the Bay Bridge/Transbay and Route 24/Caldecott Tunnel corridors. Several other corridor analyses are included in the TCRF project list.

As outlined in Attachment A, AB 2928 does provide the ability to pursue alternative projects in some circumstances — the need to secure full funding and RTP consistency among them. The Commission and Partnership will have to address how best to take advantage of the 2 year window prior to the TCRF application deadline to fully scope or potentially redefine those projects targeted for state these state funds.

Over the next few weeks, the Partnership and MTC will work together to develop a game plan to respond to these issues.



Lawrence D. Dahms

LDD/TM/lw/j/Committee/LC/PcktCurr/TCRF
Attachments

plan. Some changes were made to Bay Area projects from Governor's original list, and some projects were funded as part of separate FY 2000-01 budget line items. The amount to the region as a whole is \$1.52 billion. Also, clarification of "low emission" vehicle language for the rapid bus program is included in the statute.

7. Sales tax on gas — diversion provisions:

- For FY 2000-01, language redirects sales tax on gas to TCRF, less amount that now goes to the Public Transit Account, Disaster Relief, Public Safety account and other takedowns now stipulated in law, with a cap of \$500 million. Remainder then goes to the General Fund.
- Establishes the "Traffic Investment Fund."
- For FY 2001-02 to FY 2005-06, transfers all sales tax on gas that is stipulated to go to the General Fund (i.e., all sales tax revenue after PTA, Disaster Relief, Public Safety account and other takedowns now stipulated in law), to the "Traffic Investment Fund."
- Split of sales tax on gas transfer per year, for those five years, is as follows:
 - \$678 million to TCRF for Governor's Plan projects.
 - Residual after the \$678 million to be divided:
 - 20% to Public Transit Account, to be split 50% PTA capital, 25% STA revenue and 25% STA population based on existing formula (Streets and Highways Code Section 2105(a) and (b)).
 - 40% to Caltrans for transportation capital improvement projects, subject to "all the provisions governing the State Transportation Improvement Program (STIP)."
 - 40% to cities and counties, 50% each, to be distributed according to gas tax subvention formulas, for local streets and roads maintenance and rehab needs, as defined in the bill. A "maintenance of effort" provision requiring a base level of local general fund contribution, is included as a condition of receiving these state funds.
 - Attachment C contains estimates of Bay Area apportionments under the above splits.

8. Establishes the "fund exchange program" for federal STP and CMAQ funds, allowing swaps of state funds for federal funds, 90 cents to the dollar. Guidelines to be established by the CTC. Exchange may not "compromise other state funded projects or activities."

9. \$400 million from the TCRF to be appropriated in FY 2000-01 to cities and counties for streets and roads purposes, based on the existing gas tax subvention formula (Streets and Highways Code Section 2105(a) and (b)). Maintenance of effort clause included.

Governor's Plan and AB 2928/SB 406 Comparison: Blueprint Projects
(\$ in millions)

Attachment B

BLUEPRINT TRANSIT PROJECTS	Lead Agency	Blueprint Est. Project Cost	Governor's Plan	AB 2928/SB 406 Version	Net Difference ¹
Phase 1					
Planning Studies	Various	\$55	\$22	\$22	\$0
Phase 2					
Fremont/South Bay Rail					
- Commuter Rail Connection	VTA	\$155	\$35	\$35	\$0
- BART to Warm Springs/San Jose ²	VTA	\$546	\$725	\$725	\$0
Caltrain Express and Upgrades	Peninsula JPB	\$127	\$127	\$127	\$0
Caltrain Coyote Valley Station/Gilroy Improvements ³	VTA	\$6	\$80	\$80	\$0
Capitol Corridor Intercity Rail ⁴	Caltrans/Capitol Cor. JPA	\$187	\$25	\$25	\$0
Muni Metro Central Subway to Chinatown	SF Muni. Transp. Agency	\$530	\$140	\$140	\$0
BART - Oakland Airport Connector		\$130	\$0	\$0	\$0
ACE Commuter Rail ⁵	San Joaquin Reg'l Rail Auth	\$82	\$37	\$37	\$0
Vasona Light Rail Transit Extension ⁶	VTA	\$27	\$15	\$15	\$0
Santa Clara Measure B Shortfall: Transit Portion		\$165	\$0	\$0	\$0
Rapid Bus	MTC	\$177	\$40	\$40	\$0
Lifeline Transit		\$9	\$0	\$0	\$0
Rapid Bus/Lifeline Transit Operations		\$385	\$0	\$0	\$0
Transit Projects Subtotal		\$2,581	\$1,246	\$1,246	\$0
BLUEPRINT HIGHWAY PROJECTS					
Part 1 - HOV Gap Closures to Support Rapid Bus					
I-680 Sunol Grade NB HOV lane in Alameda County	Alameda CMA	\$52	\$55	\$60	\$5
I-680 HOV Gap Closure in Alameda County		\$27	\$0	\$0	\$0
I-580 HOV Lanes (Livermore) in Alameda County	Alameda CMA	\$60	\$30	\$25	(\$5)
I-80 NB and SB HOV Lane (Route 4 to Carquinez)		\$31	\$0	\$0	\$0
Rt 4 East from Loveridge to Route 160	CCTA	\$98	\$20	\$39	\$19
US 101 Reversible HOV Lane in Marin County	Marin CMA	\$58	\$15	\$15	\$0
Route 85/US 101 HOV Connectors (Mountain View)		\$25	\$0	\$0	\$0
US 101 HOV from Petaluma to Novato	SCTA	\$175	\$10	\$21	\$11
Part 2 - Other Highway Projects and Bicycle Projects					
Caldecott Tunnel/Corridor Improvements	MTC/Caltrans	TBD	\$20	\$20	\$0
Golden Gate Bridge Seismic Retrofit Phase 3 ⁷	GGBHTD	\$108	\$0	\$5	\$5
Doyle Drive Replacement	SFCTA	\$200	\$15	\$15	\$0
US 101 Auxiliary Lanes (San Mateo)		\$150	\$0	\$0	\$0
I-80/680 Interchange	Solano Transp. Auth	\$19	\$13	\$13	\$0
Route 29/Trancas Interchange		\$57	\$0	\$0	\$0
Widen Route 12 from Route 29 to I-80 (Jamison Canyon)	Caltrans	\$14	\$0	\$7	\$7
I-880 Coleman Interchange	VTA	\$49	\$7	\$5	(\$2)
Gap Closures in Regional Bicycle Lane System		\$80	\$0	\$0	\$0
Highway Projects Subtotal		\$1,203	\$185	\$225	\$40
Blueprint Total		\$3,784	\$1,431	\$1,471	\$40
Other Transit Projects		N/A	\$151	\$167	\$16
Other Highway Projects		N/A	\$44	\$52	\$8

Total Net Difference: \$64

¹ Difference between AB 2928/SB 406 and Governor's Plan funding proposals.

² BART to San Jose stipulated in Governor's plan and AB 2928/SB 406.

³ \$5.0 million for Coyote Valley Station included in the State Budget Act.

AB 2928/SB 406 includes \$20 million for improvements to Salinas and \$55 million for improvements to Gilroy.

⁴ The governor eliminated \$1.9 million in service expansion for the Capitol Corridor prior to signing AB 2928 and SB 406.

⁵ \$36 million for rolling stock acquisition and track upgrade funded in State Budget Act.

⁶ This project funded in the State Budget Act for \$36 million; \$1 million included in AB 2928/SB 406 for railroad siding to be managed by Alameda CMA.

⁷ The governor reduced a \$50 million legislative augmentation to \$5 million for this project prior to signing AB 2928 and SB 406.

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Governor's Plan and AB 2928/SB 406 Comparison: Other Projects
(\$ in millions)

OTHER TRANSIT PROJECTS	Lead Agency	Total Estimated Project Cost	Governor's Plan	AB 2928/SB406 Version	Net Difference¹
Treasure Island Ferry Terminal	Bay Area Water Transit Auth.	\$5	\$2	\$2	\$0
Vallejo Baylink Ferry Boat	City of Vallejo	\$10	\$10	\$5	(\$5)
AC Transit Fuel Cell Buses	AC Transit	\$8	\$8	\$8	\$0
Richmond BART Parking Structure	City of Richmond	\$5	\$5	\$5	\$0
Caltrain Grade Separation at Poplar/25th/Linden Ave.	San Mateo Co. Transp. Auth.	\$34	\$17	\$15	(\$2)
SF Muni Ocean Avenue Light Rail Rehabilitation	SF Muni. Transp. Agency	\$20	\$7	\$7	\$0
North Coast Railroad Rehabilitation Project	North Coast Rail Auth.	\$85	\$65	\$60	(\$5)
Sonoma/Marin Area Commuter Rail Service	Son-Marín Area. Transit Auth.	\$162	\$37	\$37	\$0
BART Seismic Retrofit and Other Improvements	BART	N/A	\$0	\$20	\$20
Balboa Park BART station expansion	BART	N/A	\$0	\$6	\$6
Union City Pedestrian Bridge	City of Union City	N/A	\$0	\$2	\$2
Total Transit Projects		\$329	\$151	\$167	\$16

OTHER HIGHWAY PROJECTS		Total Estimated Project Cost	Governor's Plan	AB 2928/SB406 Version	Net Difference
US 101/Route 87 NB Lane in Santa Clara	VTA	\$20	\$7	\$5	(\$2)
US 101 Widen from 4 to 8 lanes in Santa Clara	VTA	\$80	\$25	\$25	\$0
Vasco Road and Transit Enhancements	Alameda CMA	\$22	\$11	\$11	\$0
I-880/I-680 Interchange - Major investment Study	MTC	\$1	\$1	\$1	\$0
Route 85/87 Interchange Completion	City of San Jose	N/A	\$0	\$4	\$4
Route 101/Steele Lane Interchange ²	Caltrans/SCTA	N/A	\$0	\$6	\$6
Total Highway Projects		\$123	\$44	\$52	\$8

¹ Difference between AB 2928/SB406 and Governor's Plan proposals.

² This project added by SB 406.

Attachment C

Estimates of Streets/Roads and Transit Funding under AB 2928

AB 2928 (Torlakson)
Bay Area Estimated Funding Distribution
FY 2000-2001 Funding Distribution

General Fund Transfer - Statewide	\$400,000,000
Distribution of Streets and Roads Portion - Statewide	
50% to counties	\$200,000,000
-of which 75% vehicle registration	\$150,000,000
-of which 25% is based on county roads	\$50,000,000
50% to cities based on population	\$200,000,000
Total Funds	\$400,000,000

Total Bay Area Funding County Road Share	75% Based on Vehicle Registration	25% Based on County Roads	Total
Alameda	\$6,564,962	\$356,162	\$6,921,124
Contra Costa	\$4,567,769	\$552,182	\$5,119,950
Marin	\$1,342,038	\$314,474	\$1,656,511
Napa	\$689,902	\$336,481	\$1,026,383
San Francisco	\$2,701,089	\$636,283	\$3,337,372
San Mateo	\$4,197,356	\$236,803	\$4,434,160
Santa Clara	\$8,204,411	\$529,008	\$8,733,419
Solano	\$1,806,378	\$449,057	\$2,255,435
Sonoma	\$2,502,020	\$1,043,443	\$3,545,463
Region	\$32,575,925	\$4,453,892	\$37,029,818

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Distribution to Cities	Percent of State Population	Fund Generations
ALAMEDA		
ALAMEDA	0.2675%	\$535,023
ALBANY	0.0650%	\$129,913
BERKELEY	0.3985%	\$797,045
DUBLIN	0.1050%	\$210,057
EMERYVILLE	0.0266%	\$53,246
FREMONT	0.7451%	\$1,490,160
HAYWARD	0.4673%	\$934,644
LIVERMORE	0.2693%	\$538,683
NEWARK	0.1564%	\$312,890
OAKLAND	1.4634%	\$2,926,891
PIEDMONT	0.0425%	\$84,901
PLEASANTON	0.2353%	\$470,615
SAN LEANDRO	0.2759%	\$551,857
UNION CITY	0.2393%	\$478,666
CONTRA COSTA		
ANTIOCH	0.2983%	\$596,503
BRENTWOOD	0.0734%	\$146,747
CLAYTON	0.0406%	\$81,242
CONCORD	0.4190%	\$838,032
DANVILLE	0.1460%	\$292,030
EL CERRITO	0.0871%	\$174,194
HERCULES	0.0704%	\$140,892
LAFAYETTE	0.0887%	\$177,487
MARTINEZ	0.1339%	\$267,877
MORAGA	0.0613%	\$122,594
Orinda	0.0635%	\$126,986
PINOLE	0.0681%	\$136,134
PITTSBURG	0.1940%	\$387,910
PLEASANT HILL	0.1204%	\$240,797
RICHMOND	0.3433%	\$686,528
SAN PABLO	0.0979%	\$195,785
SAN RAMON	0.1636%	\$327,162
WALNUT CREEK	0.2338%	\$467,688
MARIN		
BELVEDERE	0.0085%	\$16,907
CORTE MADERA	0.0332%	\$66,420
FAIRFAX	0.0263%	\$52,514
LARKSPUR	0.0437%	\$87,463
MILL VALLEY	0.0516%	\$103,199
NOVATO	0.1747%	\$349,485
ROSS	0.0085%	\$16,907
SAN ANSELMO	0.0456%	\$91,122
SAN RAFAEL	0.1991%	\$398,157
SAUSALITO	0.0286%	\$57,272
TIBURON	0.0324%	\$64,774
NAPA		
AMERICAN CANYON	0.0338%	\$67,518
CALISTOGA	0.0180%	\$36,010
NAPA	0.2558%	\$511,602
ST HELENA	0.0223%	\$44,646
YOUNTVILLE	0.0137%	\$27,373

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Distribution to Cities	Percent of State Population	Fund Generations
SAN FRANCISCO	2.8929%	\$5,785,714
SAN MATEO		
ATHERTON	0.0275%	\$55,076
BELMONT	0.0955%	\$191,027
BRISBANE	0.0124%	\$24,738
BURLINGAME	0.1072%	\$214,448
COLMA	0.0047%	\$9,368
DALY CITY	0.3813%	\$762,646
EAST PALO ALTO	0.0935%	\$187,002
FOSTER CITY	0.1123%	\$224,695
HALF MOON BAY	0.0410%	\$81,973
HILLSBOROUGH	0.0425%	\$84,901
MENLO PARK	0.1155%	\$230,916
MILLBRAE	0.0790%	\$158,092
PACIFICA	0.1489%	\$297,886
PORTOLA VALLEY	0.0168%	\$33,594
REDWOOD CITY	0.2803%	\$560,640
SAN BRUNO	0.1522%	\$304,473
SAN CARLOS	0.1052%	\$210,423
SAN MATEO	0.3444%	\$688,723
SOUTH SAN FRANCISCO	0.2229%	\$445,731
WOODSIDE	0.0209%	\$41,719
SANTA CLARA		
CAMPBELL	0.1458%	\$291,664
CUPERTINO	0.1744%	\$348,753
GILROY	0.1429%	\$285,809
LOS ALTOS	0.1043%	\$208,593
LOS ALTOS HILLS	0.0302%	\$60,382
LOS GATOS	0.1107%	\$221,401
MILPITAS	0.2353%	\$470,615
MONTE SERENO	0.0126%	\$25,178
MORGAN HILL	0.1167%	\$233,478
MOUNTAIN VIEW	0.2752%	\$550,393
PALO ALTO	0.2240%	\$447,926
SAN JOSE	3.3269%	\$6,653,755
SANTA CLARA	0.3758%	\$751,667
SARATOGA	0.1144%	\$228,721
SUNNYVALE	0.4864%	\$972,703
SOLANO		
BENICIA	0.1050%	\$210,057
DIXON	0.0553%	\$110,518
FAIRFIELD	0.3381%	\$676,281
RIO VISTA	0.0159%	\$31,838
SUISUN CITY	0.0979%	\$195,785
VACAVILLE	0.3272%	\$654,324
VALLEJO	0.4128%	\$825,590
SONOMA		
CLOVERDALE	0.0222%	\$44,463
COTATI	0.0249%	\$49,770
HEALDSBURG	0.0366%	\$73,191
PETALUMA	0.1892%	\$378,395
ROHNERT PARK	0.1466%	\$293,128
SANTA ROSA	0.5076%	\$1,015,153
SEBASTOPOL	0.0289%	\$57,821
SONOMA	0.0339%	\$67,884
WINDSOR	0.0747%	\$149,309
Total Bay Area	22.0454%	\$44,090,877

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AB 2928 (Torlakson)
Funding Distribution
Estimated FY 2002-2006 Annual Funding Distribution

5-year Annual Average General Fund Transfer - Statewide		\$976,400,000
- FUNDING CATEGORIES -		
AB 2928 Project Funding		\$ 678,000,000
<i>Remainder</i>		<i>\$298,400,000</i>
STIP Augmentation Funds - 40% of Remainder		\$119,360,000
Streets and Roads - 40% of Remainder		\$119,360,000
PTA Account - 20% of Remainder		\$59,680,000
<i>Sum of Remainder</i>		<i>\$298,400,000</i>
Distribution of Streets and Roads Portion - Statewide		
50% to counties		\$59,680,000
-of which 75% vehicle registration		<i>\$44,760,000</i>
-of which 25% is based on county roads		<i>\$14,920,000</i>
50% to cities based on population		\$59,680,000
Total Funds		\$119,360,000
Distribution of Streets and Roads Portion - Bay Area		
50% to counties		\$11,049,698
-of which 75% vehicle registration		<i>\$9,720,656</i>
-of which 25% is based on county roads		<i>\$1,329,041</i>
50% to cities based on population		\$13,156,718
Total Funds		\$24,206,415

Distribution of PTA Account - Statewide		\$59,680,000
-of which 50% to PTA Capital Account		<i>\$29,840,000</i>
-of which 50% to STA Accounts		<i>\$29,840,000</i>
Distribution of STA Account - Statewide		
-of which 50% to STA Revenue Base		<i>\$14,920,000</i>
-of which 50% to STA Population Base		<i>\$14,920,000</i>
Bay Area Share of STA Funds		
- STA Revenue Base		<i>\$8,235,840</i>
- STA Population Base		<i>\$3,133,200</i>

Total Bay Area Funding	75% Based on	25% Based on	
County Road Share	Vehicle Registration	County Roads	Total
Alameda	\$1,958,985	\$106,279	\$2,065,263
Contra Costa	\$1,363,022	\$164,771	\$1,527,793
Marin	\$400,464	\$93,839	\$494,303
Napa	\$205,867	\$100,406	\$306,273
San Francisco	\$806,005	\$189,867	\$995,872
San Mateo	\$1,252,491	\$70,662	\$1,323,153
Santa Clara	\$2,448,196	\$157,856	\$2,606,052
Solano	\$539,023	\$133,999	\$673,022
Sonoma	\$746,603	\$311,363	\$1,057,966
Region	\$9,720,656	\$1,329,041	\$11,049,698

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AB 2928 Streets and Roads Funding Annual Distribution to Cities - FY 2002-06	Percent of State Population	Fund Generations
ALAMEDA		
ALAMEDA	0.2675%	\$159,651
ALBANY	0.0650%	\$38,766
BERKELEY	0.3985%	\$237,838
DUBLIN	0.1050%	\$62,681
EMERYVILLE	0.0266%	\$15,889
FREMONT	0.7451%	\$444,664
HAYWARD	0.4673%	\$278,898
LIVERMORE	0.2693%	\$160,743
NEWARK	0.1564%	\$93,366
OAKLAND	1.4634%	\$873,384
PIEDMONT	0.0425%	\$25,334
PLEASANTON	0.2353%	\$140,432
SAN LEANDRO	0.2759%	\$164,674
UNION CITY	0.2393%	\$142,834
CONTRA COSTA		
ANTIOCH	0.2983%	\$177,997
BRENTWOOD	0.0734%	\$43,789
CLAYTON	0.0406%	\$24,242
CONCORD	0.4190%	\$250,069
DANVILLE	0.1460%	\$87,142
EL CERRITO	0.0871%	\$51,979
HERCULES	0.0704%	\$42,042
LAFAYETTE	0.0887%	\$52,962
MARTINEZ	0.1339%	\$79,935
MORAGA	0.0613%	\$36,582
Orinda	0.0635%	\$37,893
PINOLE	0.0681%	\$40,623
PITTSBURG	0.1940%	\$115,752
PLEASANT HILL	0.1204%	\$71,854
RICHMOND	0.3433%	\$204,860
SAN PABLO	0.0979%	\$58,422
SAN RAMON	0.1636%	\$97,625
WALNUT CREEK	0.2338%	\$139,558
MARIN		
BELVEDERE	0.0085%	\$5,045
CORTE MADERA	0.0332%	\$19,820
FAIRFAX	0.0263%	\$15,670
LARKSPUR	0.0437%	\$26,099
MILL VALLEY	0.0516%	\$30,794
NOVATO	0.1747%	\$104,286
ROSS	0.0085%	\$5,045
SAN ANSELMO	0.0456%	\$27,191
SAN RAFAEL	0.1991%	\$118,810
SAUSALITO	0.0286%	\$17,090
TIBURON	0.0324%	\$19,328
NAPA		
AMERICAN CANYON	0.0338%	\$20,147
CALISTOGA	0.0180%	\$10,745
NAPA	0.2558%	\$152,662
ST HELENA	0.0223%	\$13,322
YOUNTVILLE	0.0137%	\$8,168

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AB 2928 Streets and Roads Funding Annual Distribution to Cities - FY 2002-06	Percent of State Population	Fund Generations
SAN FRANCISCO	2.8929%	\$1,726,457
SAN MATEO		
ATHERTON	0.0275%	\$16,435
BELMONT	0.0955%	\$57,003
BRISBANE	0.0124%	\$7,382
BURLINGAME	0.1072%	\$63,991
COLMA	0.0047%	\$2,796
DALY CITY	0.3813%	\$227,573
EAST PALO ALTO	0.0935%	\$55,801
FOSTER CITY	0.1123%	\$67,049
HALF MOON BAY	0.0410%	\$24,461
HILLSBOROUGH	0.0425%	\$25,334
MENLO PARK	0.1155%	\$68,905
MILLBRAE	0.0790%	\$47,175
PACIFICA	0.1489%	\$88,889
PORTOLA VALLEY	0.0168%	\$10,025
REDWOOD CITY	0.2803%	\$167,295
SAN BRUNO	0.1522%	\$90,855
SAN CARLOS	0.1052%	\$62,790
SAN MATEO	0.3444%	\$205,515
SOUTH SAN FRANCISCO	0.2229%	\$133,006
WOODSIDE	0.0209%	\$12,449
SANTA CLARA		
CAMPBELL	0.1458%	\$87,033
CUPERTINO	0.1744%	\$104,068
GILROY	0.1429%	\$85,285
LOS ALTOS	0.1043%	\$62,244
LOS ALTOS HILLS	0.0302%	\$18,018
LOS GATOS	0.1107%	\$66,066
MILPITAS	0.2353%	\$140,432
MONTE SERENO	0.0126%	\$7,513
MORGAN HILL	0.1167%	\$69,670
MOUNTAIN VIEW	0.2752%	\$164,237
PALO ALTO	0.2240%	\$133,661
SAN JOSE	3.3269%	\$1,985,480
SANTA CLARA	0.3758%	\$224,297
SARATOGA	0.1144%	\$68,250
SUNNYVALE	0.4864%	\$290,254
SOLANO		
BENICIA	0.1050%	\$62,681
DIXON	0.0553%	\$32,978
FAIRFIELD	0.3381%	\$201,802
RIO VISTA	0.0159%	\$9,500
SUISUN CITY	0.0979%	\$58,422
VACAVILLE	0.3272%	\$195,250
VALLEJO	0.4128%	\$246,356
SONOMA		
CLOVERDALE	0.0222%	\$13,268
COTATI	0.0249%	\$14,851
HEALDSBURG	0.0366%	\$21,840
PETALUMA	0.1892%	\$112,913
ROHNERT PARK	0.1466%	\$87,469
SANTA ROSA	0.5076%	\$302,922
SEBASTOPOL	0.0289%	\$17,254
SONOMA	0.0339%	\$20,257
WINDSOR	0.0747%	\$44,554
Total Bay Area	22.0454%	\$13,156,718

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State Transit Assistance Revenue Based	
	Forecast
Total MTC Area Funds	\$8,235,840
CITY OF UNION CITY	\$2,049
LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY	\$5,807
CENTRAL CONTRA COSTA TRANSIT AUTHORITY	\$44,349
EASTERN CONTRA COSTA TRANSIT AUTHORITY	\$9,251
WESTERN CONTRA COSTA TRANSIT AUTHORITY	\$2,726
CITY OF NAPA	\$3,596
GOLDEN GATE BRIDGE HIGHWAY & TRANSIT DISTRICT	\$410,874
PENINSULA CORRIDOR JOINT POWERS BOARD	\$344,775
SAN MATEO COUNTY TRANSIT DISTRICT	\$540,531
SANTA CLARA VALLEY TRANSATION AUTHORITY	\$1,152,114
CITY OF BENICIA	\$1,020
CITY OF DIXON	\$124
CITY OF FAIRFIELD	\$3,979
CITY OF VALLEJO	\$30,037
COUNTY OF SONOMA	\$10,672
CITY OF CLOVERDALE	\$89
CITY OF HEALDSBURG	\$90
CITY OF SANTA ROSA	\$9,541
SUBTOTAL	\$2,571,623
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT	\$1,069,233
BART DISTRICT	\$1,981,087
CITY OF SAN FRANCISCO (SF MUNI)	\$2,613,896
SUBTOTAL	\$5,664,217
TOTAL FUNDS	\$8,235,840

State Transit Assistance Population Based	
	Forecast
Total MTC Area Funds	\$3,133,200

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DATE: August 23, 2000
TO: SolanoLinks Consortium and STA TAC
FROM: Janice Sells, Program Manager/Analyst
RE: Disadvantaged Business Enterprise Program

Discussion:

In 1980 the California Department of Transportation (Caltrans) set up the DBE program to "level the playing field" and foster equal opportunities for disadvantaged and minority contractors. In the recently revised rules, local agencies receiving federal funding are required by California Department of Transportation to submit an overall annual DBE goal with their methodology by October 1, 2000.

STA does utilize federal funds to contract with various consultants to assist in the development of projects. At this time STA does not have contracts that are waiting for Authorization to Proceed (E-76). Over the next month, STA staff will develop its goal and methodology and send it to Caltrans for comments and then to the STA TAC and the STA Board for approval.

Recommendation:

Informational