



**STA Board Meeting  
November 11, 1998  
6:00 p.m.**



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 ♦ Fax 438-0656

*Members:*

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Martin Tuttle  
Executive Director

**MEETING NOTICE**

**November 11, 1998**  
**STA Board Meeting**  
**333 Sunset Avenue, Suite 230**  
**Suisun City, CA**  
**Regular Meeting**  
**6:00 p.m.**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY**

**Delivering transportation projects to ensure mobility, travel safety, economic vitality, and quality of life in Solano.**

**ITEMS**

**1.0 Call to Order - Confirm Quorum**

**2.0 Approval of Agenda**

**3.0 Executive Director's Report**

**4.0 Comments/Update from Staff, Caltrans, and MTC**

**5.0 Opportunity for Public Comment**

**6.0 CONSENT AGENDA (Any consent item can be pulled for discussion)**

**6.1 Approve Minutes of Meeting of October 14, 1998, Page 15**

**6.2 Approve Draft minutes of October 28, 1998 TAC meeting, Page 21**

**6.3 Approve Funding for December 9 STA Awards Ceremony  
(Martin Tuttle) Page 27**

**6.4 Authorize Letter of Support from STA Chairman to Expedite Solano  
Bikeway Project (Dan Christians) Page 29**

**7.0 ACTION ITEMS: FINANCIAL**

**7.1 Approve Project Development Fund Requests (Dan Christians) Page 33**

**7.2 Approve Amendment to Contract with Grandy and Associates for I-80  
Reliever Route Management Services (Michelle Morris Brubaker) Page 35**

**7.3 Authorize the Executive Director to Enter into Contract with Jones and Stokes Associates to Prepare EIR/S for I-80 Reliever Route Project (Dan Christians) Page 37**

**7.4 Authorize the Executive Director to Enter into a Contract with Mark Thomas and Co. Inc. for Base Mapping and Plan Line Documents for I-80 Reliever Route Project (Michelle Morris Brubaker) Page 39**

**8.0 ACTION ITEMS: NON-FINANCIAL**

**8.1 Approve Executive Director Recruitment and Selection Process (Martin Tuttle) Page 41**

**8.2 Approve TEA-21 25% Program Corridor Plans (Matt Todd) Page 43**

**8.3 Authorize Letter of Support for Caltrans Highway 12 Statewide Planning Grant (Matt Todd) Page 81**

**8.4 Approve Support for Transfer of Solano Commuter Information (SCI) agency to STA (Martin Tuttle) Page 85**

**8.5 Review Results of Reliever Route Corridor Plan Study (Phase 1) and Direct Staff to Proceed With Phase 2 Proposal (Michelle Morris Brubaker) Page 91**

**9.0 INFORMATION ITEMS: NO ACTION NECESSARY**

**9.1 Travel Safety Study (Matt Todd) Page 123**

**9.2 CMAQ/STP Applications – 75% Funds (Michelle Morris Brubaker) Page 125**

**9.3 Board Members Comments**

**9.4 Adjourn (Next Meeting: December 9, 1998)**



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 ♦ Fax 438-0656

November 11, 1998  
Agenda Item 3.0

MEMORANDUM

Members:

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

DATE: November 3, 1998  
TO: STA Board  
FROM: Martin Tuttle *Mt*  
RE: EXECUTIVE DIRECTOR'S REPORT

Martin Tuttle  
Executive Director

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

**\* Staff:** Michelle Morris Brubaker joined the STA as Deputy Director for Projects on October 29. The Board meets on November 6 in a special meeting to launch the recruitment and selection process for my replacement. An oral report on the meeting will be provided as part of agenda item 8.1.

**\*Budget:** The Board accepted the annual independent audit at last month's meeting, but requested that the auditor prepare a management letter. The attached letter raises no issues and confirms there are no problems with the STA's internal control over our financial reporting and operations. The Board also requested that the programming of new project development funds be put over to the November meeting (agenda item 7.1).

**Measure F:** We have received a huge response to the questionnaire included in the Transportation Awareness Week/Read Measure F mailer and newspaper ads. Staff will compile the results of the survey and a breakdown of the actual voting results for review by the Board and SEDCORP Transportation Action Team. We have received several positive comments on the public education program, which included the mailer, newspaper articles, bus signs and messages on the electronic signs at the Solano Mall, Saturn and Fairgrounds.

**SolanoLinks:** For the second consecutive year, the STA was successful in securing discretionary Section 3 federal funding for intercity buses. The Solanolinks Consortium will consider the distribution of the \$1 million and local match source at its meeting later this month.

**\*Federal TEA 21 funds:** Projects proposed for the discretionary 25% operations/safety program are included in agenda item 8.2. These projects will compete for \$41-43 million with projects proposed from other Bay Area counties. As outlined in informational agenda item 9.2, projects proposed for 75% rehabilitation/replacement program will be considered by the Board in January.

**Executive Director’s Report, page two**

**\*Reliever Route:** The first community meeting for the land-use/transportation study for the Reliever Route project drew a good cross-section of project stakeholders. Comments expressed at the meeting and through individual interviews are included in the Phase 1 report completed by our consultants. The report and staff’s draft scope of work for Phase 2 are included in agenda item 8.5. Also, several Board members attended the opening ceremony for the project’s Leisure Town Road Extension segment on October 21.

**Carquinez Replacement Bridge:** Board member Steve Gizzi signed the attached correspondence on behalf of the Contra Costa Transportation Authority/STA joint committee urging the Bay Area Conservation and Development Commission (BCDC) to expedite the permit process allowing Caltrans to begin initial construction work in the river between December 1 and March 31 (brief construction window is due to delta smelt-related requirements). BCDC is expected to vote on the permit on November 19. Note that the next CCTA/STA joint committee meeting is set for December 17 in Benicia.

**Madere Bridge:** Several Board members spoke at the October 26 ceremony renaming the Rio Vista Bridge after the late STA Boardmember Helen Madere. I also attended the October 17 event at which the portion of Highway 113 in Yolo County was renamed the Vic Fazio Highway in honor of retiring Congressman Fazio .

**Capitol Corridor:** An additional 5th round trip began on October 25. Several Board members and staff participated in the October 15 special train activities celebrating the 5th train and the new Capitol Corridor Joint Powers Board/BART management of the service.

**Clean Air Paratransit Vans:** The first of two new Compressed Natural Gas (CNG) vans for Solano Paratransit was unveiled as part of the October 21 Leisure Town Road Extension ceremony. The STA’s Matt Todd shepherded the acquisition, which was funded by a grant from the Bay Area Air Quality Management District.

**Lighted Crosswalk:** Boardmembers Erickson and Spring participated in the ribbon-cutting event for Solano’s first lighted crosswalk, located on Merganser Street near the STA offices. Additional crosswalks are proposed in the pending STA Safety Study to be located throughout the county.

***Upcoming events***

- |              |   |
|--------------|---|
| November 18  | Metropolitan Transportation Commission meeting in Oakland |
| November 23  | STA TAC in Suisun City                                    |
| November 23  | SolanoLinks Consortium in Suisun City                     |
| December 2-3 | California Transportation Commission in Nevada County     |
| December 9   | STA Board meeting in Suisun City                          |

***Attachments***

Priority project status report, key correspondence and newspapers clippings

**STA Project Development Fund  
1998-99 Priority Projects - Status Report  
(listed in alphabetical order)**

<b>Project Lead Agency</b>	<b>Allotted PDF Funds</b>	<b>Matching Funds</b>	<b>Claimed PDF Funds</b>	<b>Status</b>
<b>Benicia-Martinez and Carquinez Bridge Projects</b> Benicia, Caltrans, STA, Vallejo	*	*	*	-Redesigned interchange proposed for Benicia Bridge -Carquinez permit to BCDC on November 5 and 19 Agendas -Groundbreaking for grading at southern approach of Benicia Bridge Project delayed
<b>Capitol Corridor</b> CCJPB, STA	\$5,000	*	\$920	-5th roundtrip began October 25 -Negotiations ongoing with landowner for parking improvements at Fairfield/Suisun
<b>Federal Lobbyist</b> STA	\$15,000	*	\$4,500	-Received a \$1 million bus purchase appropriation -Reliever Route earmark for \$14.45 million and Wilson Ave for \$.75 million in TEA21 legislation
<b>Highway 12 Improvements</b> Caltrans, Rio Vista, STA, Suisun City	*	*	*	-Caltrans applying for corridor study funding -CTC approved \$33.3 million for shoulder widening and vertical curve corrections in the 1998 SHOPP -Construction to extend 4 passing lanes scheduled to start in the year 2000
<b>Highway 37 Project</b> Caltrans, STA, Vallejo	*	*	*	-\$101 million programmed to fully fund the Highway 37 project including the 37/29 interchange in the 98 STIP -FHWA signed the ROD 6/98 -Status briefing to STA on 12/9
<b>I-80/680 Auxiliary Lanes</b> Caltrans, STA	*	*	*	-CTC approved \$6.9 million to fully fund the project in the 98 STIP
<b>I-80 Reliever Route - Land Use Study</b> STA	\$15,000	*	\$5,610	-EIS/R and basemapping contract to Board in November -Land Use community mtng held on 10/14, Phase 1 complete
<b>I-80 Reliever Route - Implementation</b> STA	\$12,000	*	\$3,080	-Leisure Town Road extension opened -Grandy and Associates selected to provide support services to the project
<b>Intercity Transit Plan - Implementation</b> STA	*	*	*	-Marketing contract for FY 1998-99 awarded to MIG -Updated brochure and route ads have been completed
<b>Mare Island Access Study</b> Vallejo	\$10,000	*	\$0	-Vallejo is seeking local match for the federally financed study to improve access to Mare Island
<b>Miscellaneous Project Development **</b>	\$3,000	*	\$0	-For assistance in completing grant applications and leveraging funds for project development
<b>Red Top Slide</b> Fairfield, STA	*	*	*	-Assist Caltrans and Fairfield with funding requests for the necessary repairs to the area
<b>Solano Bike Route Plan - Implementation</b> STA	\$15,000	\$8,000	\$2,400	-Completing BikeLinks map with \$8,000 YSAQMD funds -Caltrans approved \$144,000 BLA funds and YSAQMD \$50,000 for Old Davis Road bike lanes
<b>Solano Transportation Plan - Implementation</b> STA	\$10,000	*	\$6,674	-Advisory Measure F on November 3 ballot -Design/printing of plan has been completed
<b>Traffic Safety Project Study</b> STA	\$25,000	*	\$6,500	-Grandy and Associates selected to complete the study -Safety Plan scheduled for December Board meeting
<b>Vacaville CNG Facility</b> Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA
<b>TOTAL</b>	<b>\$110,000</b>	<b>\$8,000</b>	<b>\$29,684</b>	

\* No funds allotted at this time

\$118,000

\*\* Initially budgeted at \$15,000. In July, Board approved \$12,000 to I-80 Reliever Route Implementation



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10-29-98P02:29 RCVD

October 26, 1998

Mr. Martin Tuttle, Executive Director  
Solano Transportation Authority  
333 Sunset Avenue, Suite 200  
Suisun City, CA 94585

Dear Mr. Tuttle:

Pursuant to our discussion last week, I am sending written correspondence to confirm we did not issue a management letter in connection with the audit of the Solano Transportation Authority (Authority) for the year ended June 30, 1998. As stated on page 24 of our report, we considered the Authority's internal control over financial reporting to determine our auditing procedures for the purpose of expressing an opinion on the general-purpose financial statements and not to provide assurance on the internal control over financial reporting. This report also states that we noted no material weaknesses in the internal control over financial reporting and its operations.

If you have any questions with regard to the above, please feel free to contact me at (916) 928-4600 ext. 309.

Sincerely,

MACIAS, GINI & COMPANY LLP  
Certified Public Accountants

By:

Andrew C. Sisk, CPA  
Manager

:acs

OFFICE LOCATIONS

Sacramento • Los Angeles • San Francisco Bay Area

# Top transportation official takes new job

By John Scheibe  
Staff Writer

One of Solano County's leading transportation officials is planning to depart his \$88,000-a-year job and head to Sacramento to lead the Sacramento Area Council of Governments, a five-county regional planning and transportation agency.

"I am going to miss working in Solano, but this is too good of an opportunity to pass up," said Marty Tuttle, who has served as the first full-time executive director of the Solano Transportation Authority since he took the job in February 1996.

Tuttle said his departure will become official once his employment contract with SACOG has been negotiated,

something that could happen this week.

"It's very disappointing that he is moving on; he has done more for transportation in Solano County than any other individual I can think of," said Suisun City Mayor Jim Sperring, who heads the Metropolitan Transportation Commission and is a director of the Solano Transportation Authority.

"He has put a foundation in a plan that addresses many transportation problems in Solano County," said Sperring.

Under Tuttle's stewardship, the transportation authority developed a blueprint for how Solanoans could commute for decades to come. To prepare for the master transportation plan, officials polled 500 residents throughout the county,

asking them an array of questions, including their willingness to use public transit, bicycles and other modes of transportation.

Transportation officials also met with area business and government leaders to establish a consensus on the types of transportation that should be available locally.

The authority also managed to add more stops for the Capitols Corridor train service in Solano County. The commuter service connects communities from Sacramento through San Jose.

Solano County voters will be asked on Nov. 3 if they support using new revenues for transportation improvement projects across the county. Those projects include making Highway 12 safer by wid-

ening the roadway's shoulders and adding such devices as fog reflectors.

Tuttle was on hand at last week's dedication of the \$1.8 million, 1 1/2-mile Leisure Town Road extension.

The extension should offer relief for the intersection of Alamo Drive and Peabody Road, one of the city's busiest, since motorists on their way to Travis Air Force Base, Fairfield and Suisun City can now take the Leisure Town extension to Vanden Road.

The extension represents the newest link in the Interstate 80 reliever route. Five of the route's nine segments are already funded. Total funding now stands at about \$30 million, or roughly 40 percent of the 10 1/2-mile route's total cost.

While Tuttle no longer will be working with the Transportation Authority, Sperring said he still could be instrumental in helping Solano County with future projects.

"He is going to the Sacramento region, which is one of the metropolitan areas we deal with a lot. And he is someone who understands our issues and problems here," Sperring said.

Added Don Erickson, who chairs the Transportation Authority board and is mayor of Dixon: "This is a great opportunity for Mr. Tuttle. I wish him very well. I think he did a great job in his efforts with the STA, as evidenced by our being rated one of the top transportation management agencies in the state."

Before joining the author-



Marty Tuttle  
... Sacramento-bound

ity, Tuttle served for 13 years as a top aide to Assemblyman Tom Hannigan.

The transportation board will meet in early November to discuss a replacement for Tuttle.

# Locals debate plan for Reliever Route

By Nicole Massara  
DAILY REPUBLIC

(10.15.98)

VACAVILLE — Dee Green worried about having the equivalent to a state highway in her Vacaville back yard.

Bob Vick feared change in the road next to his Save-On Storage business would affect his livelihood.

And county Supervisor Barbara Kondylis questioned whether locals can control speed limits on new roads.

All were among the three dozen residents, county and city officials and transportation specialists who turned out at Vanden High School Wednesday to hash out concerns and share ideas about the \$74 million I-80 Reliever Route.

It was the first of a series of community forums during which the Solano Transportation Authority solicited advice about the 10.5-mile project. With the

See **Route**, Page **A6**

## Route From Page One

project, STA officials aim to provide a continuous inner-county route between Interstate 80 in Vacaville and Highway 12 in Suisun City.

Issues brought up during the two-hour meeting included changing the project's name to something that would more accurately reflect its relief of congestion within the county, not the interstate. Other questions centered around when certain portions of the project would be completed.

Five of the project's nine segments are already funded with state and federal dollars. The remaining segments could be funded within two to six years, said Marty Tuttle, STA's executive director.

"This is a project that we can do within the next decade," Tuttle said.

While Suisun City Mayor Jim Sperring said all of the communities are "in it together," many residents attending the forum were most concerned with how the project will affect areas nearest their homes.

More than one claimed their nearest thoroughfare "the most dangerous in Solano County."

Friendly disagreement arose between those who backed the

project and those who are vehemently against it.

At the heart of the debate was growth and just how the four continuous lanes on four local roads would entice developers to build. Some claim, the connector route would again spur the battle with traffic congestion by adding more drivers to the area.

But, Sperring said, even if the I-80 Reliever Route project was scrapped, pressure to develop around Travis Air Force Base would not cease.

Sperring called the I-80 Reliever Route an opportunity to control that growth.

Others held fast to their beliefs that the project is unnecessary.

One man suggested Bay Area Rapid Transit be extended to Sacramento.

"We wouldn't even need this thing if we pursued BART," he said. "More concrete doesn't make less traffic."

But those for and against the project agreed that Solano County needs a better transportation system to unclog congested roads.

"We're gonna have growth whether anyone wants it or not," Vick said.

# New Leisure Town Road smooths Travis commute

By John Schelbe  
Staff Writer

Rep.  
(10.22.98)

One of Vacaville's busiest intersections should get some relief thanks to the extension of Leisure Town Road south to Vanden Road.

Transportation officials and local politicians gathered for a dedication ceremony Wednesday for the newly built 1 1/2-mile Leisure Town Road extension. The \$1.8 million extension should take hundreds of vehicles away from the intersection of Alamo Drive and Peabody Road, since motor-

ists heading to Travis, Fairfield or Suisun can take Leisure Town Road south to Vanden Road.

"This will make it so people won't have to use much of Peabody Road," said Vacaville Mayor Dave Fleming during Wednesday's ceremony.

The extension represents the newest link in the construction of the Interstate 80 reliever route. When fully built, the 10 1/2-mile reliever route will link Leisure Town Road to Suisun City and pro-

■ See Road, Back Page

## Road ...

■ Continued from Page 1A  
vide a rural alternative to the often congested I-80 corridor.

Suisun City Mayor Jim Sperring, who also chairs the powerful Metropolitan Transportation Commission, predicted the reliever route will provide "a very vital link to the economy of Solano County."

For more than a year now, transportation officials across the county have been studying ways to improve the county's fragile transportation system.

Officials say the county needs to have a more efficient transportation network, or risk having the kind of traffic gridlock seen on Bay Area highways. They say such gridlock will not only bring traffic to a halt across Solano County but economic growth as well.

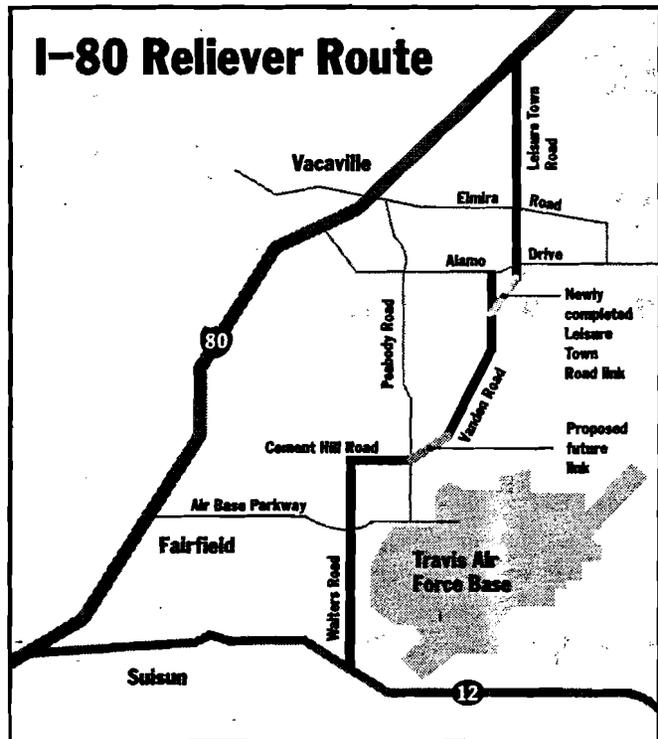
But foes fear all the reliever route will do is bring more residential growth to the county. They say the route could soon become little more than another I-80, filled with trucks, cars and pickups competing for limited road space along the route.

However, Sperring disagrees.

Sperring said this can be avoided by having a land use plan linked to the reliever route, one that calls for sensible development.

"It's a challenge, but it's a challenge we can meet," he said Wednesday.

Five of the reliever route's nine segments are already funded. Total funding now stands at about \$30 million, or roughly 40 percent of the



Reporter graphic

route's total expected cost.

Some residents who live near the proposed route also worry increased traffic will make their neighborhoods more dangerous, as well as filling them with air pollution and noise.

This comes as voters across Solano County prepare to vote Nov. 3 on whether they back using new revenues for transportation improvement projects across the county.

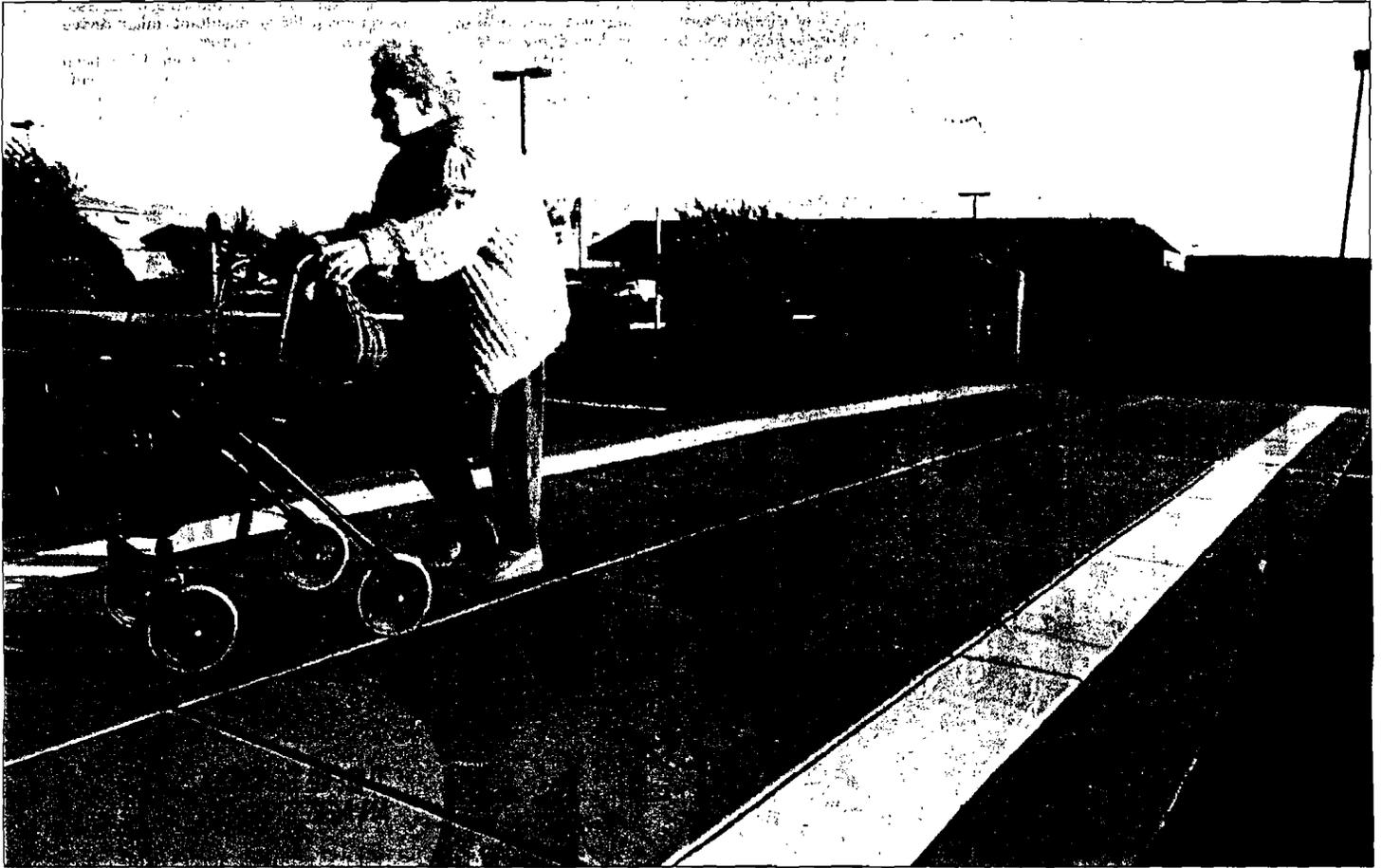
Voters will be asked if they support using new transportation dollars to fix potholes on streets and roads and make Highway 12 — one of the coun-

ty's most dangerous roadways — safer.

Transportation officials emphasize the transportation measure, known as Measure F, is an advisory measure only, and will not contain the dreaded "T" word, as in whether voters support taxing themselves for these projects.

The ballot comes more than a year after a poll showed local voters are unwilling to tax themselves for transportation projects, preferring instead to be taxed to cut crime and improve local education and libraries.

## Safe passage



Mike McCoy/DAILY REPUBLIC

Suisun City and the Solano Transportation Authority unveiled the county's first lighted crosswalk Thursday at the Suisun City Senior Center, 318 Merganser St. The system uses a series of flashing, amber lights to alert approaching

motorists that pedestrians are on the crosswalk. The lights are encased in durable housing and embedded in the roadway. The authority is seeking federal funds to install similar systems in cities throughout the county.

# Benicia ferry service not likely to be funded

B-H  
By Nathan Salant  
ASSISTANT EDITOR (10.16)

Ferry service from Benicia is not a priority for improving public transportation and probably will not receive government funding in the foreseeable future, the head of the Solano Transit Authority said yesterday.

STA Executive Director Martin Tuttle made the comments Thursday, one day after the STA board voted to accept but not to endorse a study indicating that ferry service linking Benicia, Martinez and San Francisco would be feasible.

The STA board met Wednesday

night in Suisun City.

In other actions, the STA board voted to support a new proposal to redesign the new eastern span of the Benicia-Martinez Bridge and to allocate \$67,000 in state funds to enable Benicia Transit to buy two new buses and rehabilitate three others.

Tuttle said the STA board, which is made up of representatives from the county's seven cities and Supervisor Barbara Kondylis of Vallejo, declined to endorse the study out of concern that a Benicia boat service would take passengers from the Vallejo Ferry.

"We don't want any impact on

the Vallejo Ferry," Tuttle said. "The ferry is one of our golden eggs and, whatever we do, we do not want to take away from and harm the Vallejo Ferry service given its performance and potential."

The Vallejo Ferry proved invaluable during last year's BART strike, posing substantial increases ridership. Many new passengers stayed with the boat service even after the strike.

"The Vallejo Ferry is part of our multi-modal solution to alleviate congestion," Tuttle said. "We want to nurture the service. We want to focus on maintaining and enhancing that service before we embark

on others."

City Councilmember Steve Gizzi, Benicia's representative on the STA board, said passenger ferry service to and from Benicia was unrealistic because of finances and the proximity of the Vallejo Ferry.

"It is simply not in the realm of possibility that, given the resource constraints, Benicia is going to get a ferry anytime soon," Gizzi said. "This is not something that is going to happen in the near future."

Gizzi also said he was not present last month when the City Council endorsed the ferry study but, had he been, would have advised councilmembers that

hopes for a ferry or a six-month demonstration service were not going to be realized.

"Anybody who truly believes that tourists are going to jump on a ferry to come and visit First Street in sufficient numbers that a ferry can be supported are just kidding themselves," Gizzi said. "When you reality test it, it doesn't work. We have trouble getting our own citizens down to First Street."

Finance Director Alan Nadritch, who doubles as the city's transportation director, said he wasn't discouraged about the STA's reaction to the ferry proposal because members liked the proposal to

operate a water-taxi service between the Benicia and Martinez marinas.

"I don't think I was discouraged because I realize that ferry service funds are hard to come by," Nadritch said. "Maybe we have to think about sailing water taxi service before we can think about sailing \$8 million boats."

Other actions taken by the STA board included an endorsement of a plan to redesign the new eastern span of the Benicia-Martinez Bridge, which is expected to add six-to-eight months to construction time but save as much as \$12 mil-

See Ferry, page A10

## Ferry

Continued from page A1

lion.

The new design would realign the northbound lanes coming off the new bridge so traffic heading towards Interstate 780 exited to the left and traffic heading north on I-680 exited right. The original design called for westbound traffic to exit right and cross over the northbound lanes.

Construction of the new \$300 million bridge is not expected to begin before late next year and is not expected to be completed before 2004.

In a procedural vote, the STA voted to contribute \$67,000 in State Transportation Assistance Funds to more than \$500,000 in federal grants to enable Benicia Transit to purchase two new buses and overhaul three buses currently on the road.

It will take up to two years to build both new buses and absorb them into the city's regular transportation service, which links Benicia to Vallejo and the Pleasant Hill BART station.

# Bridge set to begin building in spring

By Jeff Forward (10.27.98)  
SPECIAL TO THE DAILY REPUBLIC

FAIRFIELD — Bay Area drivers won't see the effects immediately, but the mere sight of construction may provide some solace for drivers snarled in traffic on the Benicia-Martinez bridge.

Work on the long-awaited second Benicia-Martinez bridge is set to begin in April 1999, said Steve Cobb, a public information officer with the state Department of Transportation.

The \$315 million, six-phase project is expected to begin with grading for the south approach of the new bridge on the Contra Costa County side and environmental mitigation work, he said. The entire project is slated for completion by mid-2003.

"That's not as far away as you think," Cobb said of the more than four-year time frame. "Building a bridge is a pretty hefty job."

The area needed another bridge because of increased traffic flow and population growth, Cobb said.

"It's all the growth, and obviously with the type of building in Solano and Contra Costa counties, movements have changed considerably over the last 20 years," Cobb said. "It just makes for more commuters, and congestion gets worse."

The six phases of the project are:

■ A project to mitigate the environmental impact created by the new bridge.

■ A new toll plaza and administration building on the Contra Costa

County side of the new bridge.

■ A new bridge east of the existing railroad bridge, carrying five lanes of northbound traffic.

■ Modifications to the Interstate 680/780 interchange to accommodate the increased traffic.

■ A modification to the Marina Vista interchange.

■ Grading on the south approach to the new bridge.

The bridge is still in the design stages, but advertising for the contracts for the environmental mitigation and south approach grading will begin soon and work should begin on those two phases in April 1999, Cobb said.

The current Benicia-Martinez bridge will be modified to have a pedestrian and bicycle lane and four traffic lanes.

It will be used for southbound traffic.

When work begins, drivers shouldn't face many traffic delays until construction of the Interstate 680/780 interchange begins. Most delays will be at night, Cobb added.

Construction would have started last year, but a dispute with Union-Pacific Railroad about the location of the bridge delayed the start and increased the cost.

A \$90 million seismic upgrade of the current Benicia-Martinez bridge has already started and is expected to be completed as early as 2002, Cobb noted.

The upgrade will make the bridge safer in the event of an earthquake by strengthening the bridge's anchors to the mainland.

**The \$315 million, six-phase project is expected to begin with grading for the south approach of the new bridge on the Contra Costa County side and environmental mitigation work, said Steve Cobb, Department of Transportation public information officer. The entire project is slated for completion by mid-2003.**

**NEW BENICIA-MARTINEZ BRIDGE PROJECTS**

Prepared By: Khaled M. Nour Phone: (510) 286-6047  
 Schedule Revision on 10/20/98  
 Senior Engineer: Mohsen Pazooki ; (510) 286-5118  
 Project Manager: Liz Wiecha , (510) 286-5547  
 Pager: (510)-448-6269

**LIST OF PROJECTS AND SCHEDULES**

PROJECT NO.	Description	Enviromental Document	Structures PS&E	District PS&E	Ready to Advertise	Begin Construction	End of Construction
006031	Benicia Martinez New Bridge	12/01/97	08/01/99	09/01/99	01/15/99	06/01/00	06/01/03
006041	Toll Plaza & Administration Bldg.	12/01/97	05/01/00	07/01/00	11/01/01	03/01/01	08/01/02
006051	Modification of I/C & South Approach	12/01/97	11/01/99	01/01/00	05/01/00	09/01/00	04/01/03
006061	I- 680/780 Interchange	12/01/97	11/01/99	01/01/00	05/01/00	09/01/00	04/01/03
006091	South Approach Grading	12/01/97	N/A	07/01/98	01/01/99	04/01/99	10/01/00

file: 94\_Sch\_PV.xls



CONTRA COSTA TRANSPORTATION AUTHORITY



Solano Transportation Authority

October 22, 1998

Will Travis, Executive Director  
San Francisco Bay Conservation & Development Commission  
30 Van Ness Avenue, Suite 2011  
San Francisco, CA 94102

RE: Permit No. 18-98, Carquinez Bridge Replacement Project

Dear Mr. Travis:

On behalf of the joint committee of the Contra Costa and Solano Transportation Authorities, thank you for your letter of October 7, responding to our request that the Bay Conservation and Development Commission (BCDC) expedite its processing for permit No. 18-98 for the Carquinez Bridge project. We greatly appreciate your willingness to consider this permit at your November 5, 1998 meeting.

As you know, there is a very brief "time window"-- from December 1 to March 31-- for construction of initial work in the river. Both the Contra Costa and Solano Transportation Authorities are very supportive of the new bridge project, and wish to see it completed at the earliest possible time; especially given its status as a seismic retrofit project. Therefore, we appreciate BCDC's timely consideration, and encourage the Commission's approval of the requested permit at the earliest possible date.

Sincerely,

Julie Pierce  
Contra Costa Transportation Authority

Steve Grizzi  
Solano Transportation Authority

cc: Commissioner Rosemary Corbin  
Commissioner Jerry Hayes  
Commissioner Barbara Kondylis  
Commissioner Gail Uilkema

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November 11, 1998  
Agenda Item 6.0



DATE: November 4, 1998  
TO: STA Board  
FROM: Martin Tuttle  
RE: CONSENT AGENDA (Any consent agenda item can be pulled for discussion)

Recommendation:

That the STA Board approves the following attached consent items:

- 6.1 Approve Minutes of Meeting of October 14, 1998
- 6.2 Approve Draft minutes of October 28, 1998 TAC meeting
- 6.3 Approve Funding for December 9 STA Awards Ceremony
- 6.4 Authorize Letter of Support from STA Chairman to Expedite Solano Bikeway Project





**SOLANO TRANSPORTATION AUTHORITY**

**Minutes of Meeting of  
October 14, 1998**

**1.0 Call to Order - Confirm Quorum**

Chairman Erickson called the meeting to order at 5:10 p.m. A quorum was confirmed.

<b>MEMBERS</b>	Steve Gizzi	City of Benicia
<b>PRESENT:</b>	Don Erickson	City of Dixon
	Marci Coglianese	City of Rio Vista
	Barbara Kondylis	County of Solano
	Jim Spring	City of Suisun City
	Rischa Slade	City of Vacaville
	Dan Donahue	City of Vallejo
	Steve Lessler	City of Fairfield

**MEMBERS**  
**ABSENT:** None

<b>ALSO</b>		
<b>PRESENT:</b>	John Ash	Benicia Industrial Park Assoc.
	Alan Nadritch	City of Benicia
	Morrie Barr	City of Fairfield
	Kevin S. Daughton	City of Fairfield
	Jim Weddell	CHP-Solano
	Otto Bertolero	City of Suisun City
	Paul Hom	City of Vacaville
	Gary Leach	City of Vallejo
	Dana Carpio	Dixon
	Bernice Kaylin	League of Women Voters
	David Murray	MTC
	Yvette Pierre	MTC
	Elizabeth Richards	Solano Commuter Information
	Donna Harr	Solano County Citizens Land Alliance
	Martin Tuttle	STA
	Dan Christians	STA

Matt Todd  
Stacy Medley  
Michael Segala  
Joyce Moody  
James Williams

STA  
STA  
Suisun City (Alternate)  
Vacaville Landowner

## **2.0 Approval of Agenda**

Member Gizzi requested agenda items 8.1 and 8.2 be placed after item 9.3. Member Slade made a motion to approve the revised agenda that was seconded by Member Sperring and approved unanimously.

## **3.0 Executive Director's Report**

Martin Tuttle updated the following items from the report contained in the agenda package:

- Budget
- Safety Projects
- Measure F
- Federal TEA-21 Funds
- Bus Earmarks
- Capitol Corridor
- Pothole Repair
- Madere Bridge/Fazio Highway
- SolanoLinks
- New Benicia-Martinez Bridge
- Carquinez Bridge
- Reliever Route

Martin Tuttle mentioned that the special commemorative event honoring the 5<sup>th</sup> daily Capitol Corridor train would arrive in Suisun City the next day at 11:25 a.m. He also said that everyone was invited to a ceremony on October 26 at 10:00 a.m. renaming the Rio Vista Bridge the Helen Madere Memorial Bridge.

## **4.0 Comments/Update from Staff, Caltrans, and MTC**

Dan Christians mentioned that in response to Member Kondylis' comments at the last Board meeting, the STA's response to an MTC Year 2000 survey was contained in their folders. Matt Todd said that the City of Vacaville obtained funding for two paratransit vehicles under the FTA Section 5310 program. David Murray from MTC introduced Yvette Pierre the new liaison for Solano. No one from Caltrans was present.

## **5.0 Public Comment**

Bernice Kaylin of the League of Women Voters said that their organization had advised the local newspapers that they were in support of Measure F.

## **6.0 Consent Agenda**

The consent agenda was unanimously approved on a motion by Member Kondylis with a second by Member Sperring. The following items were approved as part of the consent agenda:

- 6.1 Minutes of Meeting of September 9, 1998**
- 6.2 Draft minutes of September 30, 1998 TAC meeting**
- 6.3 Bicycle Advisory Committee Appointment**
- 6.4 Distribution of STAF Regional Paratransit Funds**
- 6.5 STAF Claim of City of Benicia for Bus Purchase Match**
- 6.6 Amendment to 1998-99 Contract with Moore Iacofano and Goltsman for SolanoLinks Marketing and Promotions**
- 6.7 1998-99 Contract with Nelson\Nygaard Consulting Associates for SolanoLinks Transit Coordination Activities**
- 6.8 Reappointment of Jim Sperring to the MTC Commission**
  
- 6.9 FY 1997-98 STA Audit**

Martin Tuttle said that the STA's annual audit had been completed and that there were some fund balances in project development and general operations. Member Kondylis said that she thought the audit could be accepted at this meeting but that any fund balances should be approved as part of a revised budget at a separate meeting.

After discussion, the STA board unanimously accepted the FY 1997-98 STA Audit and deferred any budget revisions to the next meeting on a motion by Member Kondylis with a second by Member Sperring.

## **8.3 Resolution Supporting "Transportation Awareness Week/Read Measure F"**

Martin Tuttle said that Measure F, the Transportation Advisory Measure, will be on the November 3<sup>rd</sup> ballot and he recommended that the Board approve the proposed Resolution supporting October 25-31 as "Transportation Awareness Week/ Read Measure F." He described all of the various efforts planned for the week. Dan Donahue asked if copies of the resolution would be distributed to each city and Martin Tuttle said that copies would be sent to the city managers.

The STA Board unanimously approved the Resolution Supporting "Transportation Awareness Week/Read Measure F" on a motion by Steve Lessler with a second by Rischa Slade.

## **6.3 Electric Vehicles Priority Project**

Dan Christians presented this staff report and recommended the STA Board approve an Electric Vehicles and Recharging Facilities program as a Priority Project. Then staff would work on pursuing clean air funding to begin implementing the program.

The STA Board unanimously approved an Electric Vehicles Priority Project in concept on a motion by Jim Sperring with a second by Marci Coglianese.

## **9.1 TEA-21 25% Program Draft Corridor Plans**

Matt Todd updated the STA Board on the TEA-21 25% program. He said that the 25% Program is a discretionary program emphasizing operations and safety along the three corridors that run through Solano: I-80, I-680, and the North Bay East-West corridors. Solano will be working with the other adjoining counties that are also part of these corridors (i.e. Alameda, Contra Costa, Napa and Sonoma) to reach a consensus on a list of projects for each one. A maximum of \$12 million of projects per corridor is allowed to be submitted to MTC. Matt said that he would bring back the 25% projects in November for action by the Board.

## **9.2 Welfare to Work**

Matt Todd said that the AB 2454, the CalWorks bill, was recently vetoed by the Governor. He said that the first Solano WORKS Transportation Working Group would be held on October 21 and the MTC Regional Working Group would meet on November 20. Rischa Slade requested she be added to the Solano Transportation Working Group mailing list.

## **9.3 Travel Safety Study - Update**

Matt Todd described this study and said that the Working Group had been meeting since July. He said that a preliminary list of safety projects had been prepared by Bob Grandy, consultant, with various funding sources identified such as the TEA-21 federal funds and various state safety funds. Matt said that a draft plan will be submitted at the October TAC meeting and that a final plan will be completed by December. Don Erickson asked if the new Suisun City lighted crosswalk was funded from any of these sources. Jim Spering said that TDA funded that crosswalk. Dan Donahue asked if the North Area Transit Center and the Transit Center North were different. Matt Todd answered that they were the same project.

Matt Todd also described the methodology used for the statewide Surface Transportation Policy Project (STPP) traffic study that revealed that Solano is rated 10<sup>th</sup> for pedestrian safety problems because it has a low percentage of residents that walk to work.

## **8.2 Resolution Supporting Benicia/Martinez Ferry Study**

Alan Nadritch described the results of this study that was recently completed by the cities of Benicia and Martinez and endorsed by the Benicia City Council. This was a 1997-98 STA Priority Project and the STA contributed \$2,000 to the study. It examined potential ferry service from Benicia and Martinez to San Francisco as considered in the 1992 MTC Regional Ferry Study. It also proposed a water taxi demonstration project between Benicia and Martinez and an Action Plan to continue to pursue the concept.

There was various discussion on the parking capacity, ridership, dock problems, and origination of riders on the existing Vallejo Ferry service. There were also concerns on the costs, time to San Francisco, and potential ridership of a new ferry service starting from Benicia and Martinez. Steve Gizzi said that, while he wasn't at the Benicia City Council meeting when the study was approved, he expressed concern over the demand for a Benicia/Martinez only service and over the level of use of the Baylink service by Benicians. Jim Spering thought that the STA should support the study but

submit the Board's concerns to the Benicia City Council. Steve Lessler thought that the physical parking problems should be taken care of for the Vallejo Ferry first before starting a new ferry service.

Marci Coglianesse asked what would be the main use of the study. Alan Nadritch said that it would help pursue funding and other measures listed in the Action Plan.

After further discussion, the STA Board unanimously voted to accept the study and express its concerns to the Benicia City Council, on a motion by Steve Gizzi with a second by Steve Lessler.

### **8.1 Redesign of the New Benicia-Martinez Bridge Project**

Martin Tuttle presented this proposal that would redesign the northbound I-680 to I-780 span of the Benicia Bridge to provide a "Y" split instead of an elevated span. He said it would reduce the total bridge cost by \$10-12 million but delay the current schedule by 6-8 months. He said that at the last STA/CCTA Subcommittee meeting, Mayor Hayes and Member Gizzi supported the redesign. Barbara Kondylis asked about the close proximity of the supporting columns and Martin Tuttle said that BCDC and the Coast Guard had already approved the main structure and this would not affect it.

Steve Lessler asked about the need to add a structure to the rail station. Martin Tuttle said a \$5 million structure would have to be provided for future rail service. In addition the new design would have no impact on the proposed future rail station.

The STA Board unanimously approved the redesign of the Benicia-Martinez Bridge span on a motion by Jim Spring with a second by Steve Gizzi.

### **8.8 Board Member Comments**

Marci Coglianesse invited everyone to attend the renaming of the Rio Vista Bridge to the Helen Madere Memorial Bridge on October 26 at 10:00 a.m. Barbara Kondylis asked for a report on the MTBE gasoline additive situation.

### **Additional Public Comments**

James Williams said he was representing Joyce Moody and expressed his concerns about the Peabody/Vanden Road rail station location. He said that he was concerned about the many buses traveling to and from Vanden High School, the new homes planned for the area, impacts on Travis Air Force Base, and additional commercial development that would also come to the area. He said that Vacaville needs their own station at a location equally distant between Dixon and Fairfield. He asked about the \$900,000 grant that Fairfield has received as the lead agency and asked why the STA was locked into the site and can't seem to change it now. He asked if the station site was being used as a catalyst for development in the area.

### **8.9 Adjourn**

Chairman Erickson adjourned the meeting at 6:45 p.m. (Next Meeting: November 11)





**DRAFT**  
**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the Meeting of**  
**October 28, 1998**

**Agenda Item 1. Call to Order**

The regular meeting of the Solano Transportation Authority (STA) Technical Advisory Committee (TAC) was called to order at 1:39 p.m. by Martin Tuttle at the STA conference room.

<b>PRESENT:</b>	Michael Throne	City Of Benicia
	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Michael Lee	City Rio Vista
	Cecil Dillon	City Rio Vista
	Otto Bertolero	City of Suisun City
	Julie Pappa	City of Suisun City
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Pam Belchamber	City of Vallejo
	Gary Leach	City of Vallejo
	Bob Grandy	Grandy and Associates
	Michelle Morris Brubaker	MTC
	Paul Wiese	Solano County
	Elizabeth Richards	Solano Commuter Information (SCI)
	Martin Tuttle	STA
	Dan Christians	STA
	Matt Todd	STA

**Agenda Item 2. Approval of Agenda**

Martin Tuttle said he would like to: 1.) Add a letter of support for the Caltrans Major Investment Study (MIS) as Agenda Item No. 9 and change existing Item No. 9 to 11, and renumber the other items accordingly; 2.) Change Agenda Item No. 10 on the Reliever Route to an Action Item; and 3.) Defer a report on the selection of consultants and the scope of work for the EIR/S and Base Mapping for the I-80 Reliever Route to the I-80 Working Group meeting to be held the next day.

The agenda, as modified, was unanimously approved on a motion by Pam Belchamber with a second by Julie Pappa.

**Agenda Item 3. Minutes of Meeting of September 30, 1998**

The minutes were approved as written on a motion by Ed Huestis with a second by Gary Leach.

**Agenda Item 4. Public Comment.**

None

**Agenda Item 5. Comments from Staff, Caltrans, MTC**

Martin Tuttle said that Michelle Morris Brubaker will start to work as Deputy Director for Projects for the STA on October 29.

**Agenda Item 6. Intercity Transit Consortium Update**

Pam Belchamber said the Consortium heard reports on TEA-21 25% and 75% programs, the new brochure for the SolanoLinks marketing program, deferred the 5-Year Intercity Transit Plan to their next meeting, reviewed the 1999 TIP amendments, and discussed a change of the 14 day reservation period for Solano Paratransit to a shorter timeframe. Gian asked if there was any follow-up planned for evaluating the SolanoLinks marketing program. Dan Christians said that an evaluation report would be done in the next few months.

Pam Belchamber said that since SolanoLinks niche marketing was done for Route 92 Vallejo bus service to the ferry, ridership had increased noticeably. Ed Huestis said that recent counts at the Vacaville Regional Transportation Center revealed 234 vehicles were parked there plus two vans and some bicycles. Morrie Barr said that since their 200 space North Texas park and ride lot closed, some of those vehicles could now be parking in the Vacaville facility.

**Agenda Item 7. Project Development Fund Requests**

Dan Christians presented this staff report and said that requests had been made for five projects totaling \$87,917. Gian Aggarwal said that their request for \$58,000 of matching funds for their \$445,000 CMAQ grant for a CNG fueling facility was only being requested because they were informed that they would not obtain their TSM match. Gian said that it would be available to any transit agency in the county. He said they would use TDA funds if this request was not approved.

Gary Leach asked if they have to spend all of the fund balance at this time. Martin Tuttle said that they didn't have to spend it all but could keep some in reserve. Pam Belchamber said that she wasn't aware of the Call for Projects and might have requested \$25,000 to rehabilitate some of her 5 Golden Gate Transit buses.

Morrie Barr said that he believed the purpose of this program is for seed money to leverage other

funds and to be used for consultant services and studies, not for capital purchases. Martin said that the purpose was for multi-modal projects that can be advanced within a year. Paul Wiese said that he was also concerned about opening this program up for construction projects.

Gian Aggarwal said that this is a regional project and will be the only public CNG facility in the county.

Martin Tuttle said that staff would check on the possibility of using State Transit Assistance funds instead of Project Development funds for the Vacaville request.

The TAC unanimously approved the revised list of \$29,971 of project development requests (excluding the City of Vacaville request for \$58,000 for the CNG facility) subject to STA Board approval on a motion by Paul Wiese with a second by Janet Koster.

### **Agenda Item 8. TEA-21 25% Program**

Matt Todd provided the TAC with an updated list of recommended TEA-21 projects. Matt said that the changes from last months list include the Caltrans TOS project had been rescoped as two projects, the Peabody Road projects had also been rescoped, and the SCI and Capitol Corridor projects had been dropped off the list. Gian Aggarwal asked what the difference was between the two TOS projects. Matt Todd said that the first TOS project involved loop detectors at off-ramps near Marine World and the second request would place cameras and changeable message signs on I-80.

Pam Belchamber asked about the matching fund requirement and Matt Todd said that the applicants had to identify their local matches in the applications.

Michael Lee asked if their new intersection improvements at Main/Church Street/Highway 12 were still on the list. Matt Todd responded that it was on the list and proposed that Caltrans pay for half the costs, per the Caltrans correspondence.

Gary Leach said that they need a bus turn out on B.W. Williams. Matt said that it could be added to the 2<sup>nd</sup> priority list. Michelle Morris Brubaker said that bus cut-outs would also be eligible under the 75% program. Elizabeth Richards requested the SCI project be reinstated in the 1<sup>st</sup> priority projects on the I-80 corridor.

Matt said that applicants can for the first priority projects would be due to the STA on December 15. Martin Tuttle said that the Draft Corridor Plans would also go to the STA Board in two weeks. The TAC unanimously approved the Draft Corridor Plans, with the addition of the SCI project in the I-80 corridor, on a motion by Gary Leach with a second by Otto Bertolero.

### **Agenda Item 9. Highway 12 MIS Proposal**

Matt Todd said that a letter of support was recommended for the proposed Highway 12 Major Investment Study grant that Caltrans was trying to obtain. This is a statewide planning grant for Highway 12 between I-5 and I-80 and Rio Vista and Solano County were also requested to send similar letters. Martin Tuttle said that this study would help Highway 12 compete for the Interregional Improvement Program. The TAC unanimously approved the letter of support on a motion by by Morrie Barr with a second by Paul Wiese.

### **Agenda Item 10. Reliever Route Transportation/Land Use Corridor Plan**

Martin Tuttle updated the TAC on the Phase 1 study and the proposal to request additional Transportation for Liveable Communities funds from MTC for Phase 2. Michelle Morris Brubaker said that she was going to submit the draft scope of work for Phase 2 to MTC and request any suggested changes. Phase 2 is intended to develop specific projects that could be funded later. Gary Leach asked if a general "Call for Projects" had been made for the TLC program. Michelle said that only a few studies had been approved so far by MTC and that a general "Call for Projects" would come later. Martin Tuttle said that he would also bring the scope to the Working Group the next day for their input. The TAC unanimously approved the draft scope of work on a motion by Paul Wiese with a second by Morrie Barr.

**Agenda Item 11. CMAQ/STP Fund Applications - 75% Funds**

Michelle Morris Brubaker updated the TAC on the process and criteria for the program which will provide approximately \$5.6 million for Solano jurisdictions. She said that applications are due to the STA on November 23. Martin Tuttle said that an additional \$12.2 of STIP augmentation may be received for Solano and Michelle said she would check on the status of that augmentation. Michelle said that although MTC does not allow counties to suballocate these funds by population, she recommended that a cap of \$1.85 million be set for each jurisdiction. After further discussion, it was agreed that the 20% transit portion would come off the top so that the remaining streets and roads cap would be \$1.48 million for each jurisdiction. The Consortium would deal with the transit priorities. It was also agreed that the 10% portion proposed for safety projects would be held until the 25% program was approved. It was the consensus to only complete pages 1 and 3 (pages 47 and 50 in TAC packet) and to have a special meeting on December 7 at 1:30 p.m. to discuss the requests.

**Agenda Item 12. Travel Safety Study Update**

Matt Todd passed out copies of the Draft Travel Safety Plan and said that all comments should be submitted by November 11.

**Agenda Item 13. Advisory Measure F/Transportation Awareness Week- Update**

Martin Tuttle updated the TAC on Transportation Awareness Week scheduled for October 25-31. There will be changeable message signs, bus signs, jelly bean ads, editorials, newspaper ads, and a mail flyer.

**Agenda Item 14. Seminar on Lessons Learned on Multi-Agency Projects in Bay Area**

Michelle Morris Brubaker said that this seminar will be held on November 3 at MTC from 9:00 a.m. - 12 p.m..

**Agenda Item 15. 1999 TIP Amendment**

Dan Christians encouraged everyone to fully review the recent TIP amendments, make any corrections and submit them to him as soon as possible. He will assemble a comprehensive list of corrections and submit them to MTC by next week.

**Agenda Item 16. Year 2000 Issues**

Dan Christians said that the STA Board recently requested any information on potential Y2K problems that STA jurisdictions might be expecting. No major problems were noted. Paul Wiese said that he had a recent news article that he would pass along on this subject.

**Agenda Item 17. Eastern CMAQ (SACOG)**

Matt Todd said that Yvette Pierre was still working on this matter.

**Adjourn**

The meeting was adjourned at about 3:45 p.m. The next meeting will be held on November 23, 1998 at 9:00 a.m.



November 11, 1998  
Agenda Item 6.3



DATE: November 2, 1998  
TO: STA Board  
FROM: Martin Tuttle  
RE: Awards Event

The STA Executive Committee is planning a reception for the first annual transportation awards ceremony in December. It is proposed to occur prior to our December 9 Board meeting.

The new performing arts theatre in downtown Suisun City has been reserved for the event and regular Board meeting. The Executive Committee is expected to meet soon to confirm the award recipients and other event details.

Staff recommends that \$1,500 be set aside from the operations contingency budget to cover the events expenses (food, plaques, invitations). The current contingency budget is \$34,447.

Recommendation

Approve the transfer of \$1,500 from operations contingency budget to services and supplies budget for the awards reception expenses.



November 11, 1998  
Agenda Item 6.4



DATE: November 4, 1998  
TO: STA Board  
FROM: Dan Christians  
RE: Letter of Support for Solano Bikeway

Caltrans was recently submitted supplemental environmental investigations, plans, and specifications for the Solano Bikeway Project. The STA and City of Vallejo are facing a strict timeline from the funding agency, the Bay Area Air Quality Management District. If we don't receive approval from Caltrans to build the project on their right-of-way in the next month or so, the project may lose over \$500,000 of clean air funds.

Recommendation

Authorize the Chairman to submit the attached letter of support for the Solano Bikeway.



Solano Transportation Authority

November 11, 1998

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707

422-6491 • Fax 438-0656

Members:

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Martin Tuttle  
Executive Director

Mr. Harry Y. Yahata, District Director  
Caltrans District 4  
Box 23660  
Oakland, CA 94623-0660

Re: Solano Bikeway Project (Project No. 9954)

Dear Mr. Yahata:

The STA appreciates all the assistance that Caltrans staff has provided us on the Solano Bikeway. We have now submitted all environmental information requested and request a quick review of our plans and specifications and issuance of a permit so that City of Vallejo can commence their bidding process and they can construct this project early next year.

The Solano Bikeway Project is the first new segment of a significant bike route that will parallel the I-80 Corridor approximately 1.8 miles, from Columbus Parkway to Hiddenbrooke Parkway in Vallejo.

Our staff has been working dilligently with the City of Vallejo staff and your staff to fully respond to various requests for additional biological and archeological investigation that is being required before a Longitudinal Encroachment Exception will be issued by Caltrans headquarters. Our staffs now believe we have responded to every request of District 4.

However, a number of unrelated issues continue to surface, such as the status of McGary Road, the adjoining frontage road along I-80 to the east of this project that has been closed by City of Fairfield for corrective work during the Red Top Road/I-80 slide repair. The safety of an existing bicycle/pedestrian crossing on Highway 12, located approximately two miles from the project site, has also been raised as a concern. The STA staff through its' Bicycle Advisory Committee has committed to fully addressing those longer term issues even though neither is under our direct control.

Any further delay will seriously jeopardize our \$392,000 BAAQMD Regional TFCA clean air grant we received nearly two years ago and a \$151,000 Program Manager grant we received approval for this year. The Bay Area Air Quality Management District has advised us that they will withdraw their grants if the project is not under a construction contract by February 3, 1999. We sincerely hope that doesn't occur since this is the largest clean air grant we have ever received and it is the very first intercity bicycle route segment that our Bicycle Advisory Committee has been working very hard to implment during the past three years.

The STA and City of Vallejo have also spent approximately \$100,000 of local TDA funds for architectural, engineering and environmental investigation. In addition it has taken more than nine months, four project meetings with Caltrans staff, and various individual discussions.

The project has been redesigned at the request of Caltrans staff, and DKS Associates (the design firm hired by City of Vallejo) believed in July that all major design hurdles had been addressed. However, the City of Vallejo was recently advised by Caltrans 4 staff that the unrelated McGary Road situation still may affect this bikeway project.

Our staff has agreed to do everything within reason, but some of the requests now seem to be excessive and any further time delay will adversely affect the project. Although it is just a simple bicycle route on a small portion of excess Caltrans right-of-way, it seems that it is being treated as something much bigger.

Thank you for your direct involvement to help expedite this very important project as soon as possible.

Please call Martin Tuttle at (707) 422-6491 or Dan Christians at (707) 438-0654 if you have any questions.

Sincerely,

Don Erickson, Chairman  
Solano Transportation Authority

cc: Diane Steinhauser, Caltrans District 4  
Taner Aksu, City of Vallejo PWD  
David Burch, BAAQMD

Attachment



# BAY AREA AIR QUALITY MANAGEMENT DISTRICT

10-05-98P04:29 RCVD

October 1, 1998

Daniel Christians  
Sr. Project Manager  
Solano County Transportation Agency  
333 Sunset Ave. Suite 200  
Suisun City, CA 94585

**Re: Solano Bikeway – TFCA Project 96R54**

Dear Dan:

I want to thank you, as well as Taner Aksu from the City of Vallejo, for taking the time to meet with me today regarding the status of the Solano Bikeway project. I know that you have been working diligently to secure the necessary matching funds for the project, as well as to gain the required approvals from Caltrans. since the project entails use of the Caltrans I-80 right-of-way. I realize that you have no direct control over the time that Caltrans takes to review and approve the project.

As I explained in our meeting, the Air District is supportive of the project, and we do appreciate the challenges that you have faced in moving this project forward. However, we continue to be concerned by the delays in project implementation. As you know, the project funding agreement called for project construction to be complete by January 1, 1998 and for the final project report to be submitted by today's date, October 1, 1998.

In our meeting, I emphasized the need for the TFCA funds to be encumbered within two years of the effective date of the funding agreement; in effect, this means that a construction contract should be issued by February 3, 1999. Please keep me informed as to the status of the remaining steps toward bidding the project. Once you can provide a solid schedule for the remaining steps, we will need to revise the implementation schedule in the project funding agreement to reflect the new schedule. Alternatively, if progress does not occur in the required time frame, as explained above, the District will withdraw the TFCA Regional Funds that were awarded to the project, pursuant to the project termination clause in the funding agreement.

I do hope that you can resolve the remaining issues, and that the project can move forward to successful completion within the required time frame. If you have any questions, please call me at (415) 749-4641.

Sincerely,

A handwritten signature in cursive script that reads "David Burch".

David Burch  
SR. Environmental Planner

cc: Tanner Aksu

November 11, 1998  
Agenda Item 7.1



DATE: November 4, 1998  
TO: STA Board  
FROM: Dan Christians  
RE: Project Development Fund Requests

On October 28 the Technical Advisory Committee recommended the following additional 1998/99 project development activities to be funded from 1997/98 fund balance:

City Of Vallejo: Solano Bikeway Environmental Investigation \$10,000

Pay for the additional, unexpected, biological and other environmental analysis Caltrans is requiring for the Solano Bikeway. This will be a Class 1 bike route to be built next year along the south side of I-80 between Columbus Parkway and Hiddenbrooke Parkway. Although the construction is fully funded with air quality and TDA funds, this additional work could take away from funds earmarked for construction. If the funds aren't needed they will be returned to the fund balance. This route is part of the Countywide Bicycle Plan Implementation that has been a Priority Project for the past three years.

STA: Electric Vehicle Priority Project Consultant Services \$5,000

Provide consultant services to assist the STA in funding and implementing the countywide electric vehicle priority project approved at the last TAC and STA Board meetings. Specific tasks would include identifying the type, quantity and location of recharging facilities and the need for electric vehicles. Also the consultant would help prepare applications, and requests for various air quality funds available. This was added as a Priority Project at the last STA Board Meeting.

I-80 Reliever Route Project Management Funds \$10,000

Because of delays at the CTC, this amount is necessary to fund the I-80 project management services being provided by Grandy and Associates through December 31 (see agenda item 7.2). This is needed to keep the I-80 Reliever Route I-80 EIR/S and base map activities on schedule. Until the CTC acts later this year or next, no other funding sources are available. This has been a priority project for the past three years.

Print 3,000 sets of additional Bikeways maps the BAC recently completed. To date these maps have been very successful. The BAC has spent approximately \$12,100 for the design and initial printing (1000 sets) of this five map set of bike maps (soon to be a set of six maps and a safety tips sheet). There is only about \$1,000 left in the budget for further refinements and printing. This program has been part of the Countywide Bicycle Plan Implementation Priority Project for the past two years. To date, the bike maps have been funded with project development funds (\$2,000), project sponsors (\$3,300) and Yolo-Solano Air Quality Management funds (\$8,000). If additional project development funding isn't provided we won't be able to have enough copies to last us into next year.

Recommended requests total

\$29,971

There is sufficient 1997/98 fund balance available to cover these expenditures. After further review by our accountants, we have \$84,971 of project development balance from last year, minus \$13,420 to cover two 1997/98 projects completed this year, leaving \$71,551 that is available to use for these projects. This is slightly less than was discussed at the TAC.

This fund balance is in addition to the \$110,000 already programmed by the STA for 1998/99 project development activities.

The City of Vacaville also requested \$58,000 of local match for their CNG Bus Fueling Facility. However, it was the consensus that this match should be funded from a capital source such as the State Transit Assistance funds since Project Development funds have primarily been used for seed money for studies and applications to leverage other sources of funding. The STA will work on obtaining STAF funds to assist Vacaville's implementation of that project.

Recommendation

Approve \$29,971 of additional 1998/99 project development requests from the 1997-98 project development fund balance.



DATE: November 4, 1998  
TO: STA Board  
FROM: Michelle Morris Brubaker  
RE: Project Manager Consultant Contract for I-80 Reliever Route Project

As discussed previously, the STA has secured \$28 million in state and federal funds for the I-80 Reliever Route project and is in the process of implementing the first five stages of the project. In June of this year, the STA recommended to the Reliever Route Working Group that consultant services be retained to augment STA staff to manage the project. In July, the STA Board approved a contract with Bob Grandy of Grandy & Associates to perform this work because he was a key consultant on the I-80 Reliever Route Implementation Plan.

The initial agreement with Grandy & Associates was a three-month contract funded with project development funds. The Reliever Route Working Group felt that project management services should be initiated immediately, rather than waiting for state or federal funds to become available, to allow for timely delivery of the Reliever Route project. The project development funds were provided as a bridge until the state and federal funds could be accessed to fund ongoing project management activities.

The Reliever Route Working Group has accomplished much in the past three months with the assistance of the project management consultant. This includes the development of a Draft Financial Plan to reflect the availability of new state and federal funds, the development of an Overall Work Plan for the next year, consultation with Caltrans staff on the Draft Financial Plan and Overall Work Plan, submittal of Funding Allocation Request letters to Caltrans, and the completion of a consultant selection process for contracts to prepare EIS/R and Base Mapping/Plan Line documents.

Caltrans has been unable to process our applications to utilize the new state and federal funding to date because of delays by the Federal Highway Administration (FHWA) in approving the Federal Transportation Improvement Plan (TIP) for the MTC region. STA staff anticipates that the TIP will be approved within the next 30 days, allowing the funding to become available within the next 90 days.

In the interim, STA staff and the Reliever Route Working Group recommends that \$10,000 in project development funds be provided to fund an extension of the project management contract with Grandy & Associates for a three-month period until the state/federal funds are available.

#### Recommendation

The STA Board approve up to \$10,000 in 1998-99 project development funding for project management services for the I-80 Reliever Route project (up to three months) and approve Amendment No. 1 to the contract for consultant services with Grandy & Associates based on the attached scope of work.

**EXHIBIT A****SCOPE OF SERVICES  
I-80 RELIEVER ROUTE PROJECT MANAGEMENT SERVICES  
GRANDY AND ASSOCIATES**

**OBJECTIVE:** The consultant will assist in the timely delivery of funded project segments, coordinate consistent design standards among the Reliever Route jurisdictions, and optimize the use of available local, state and federal project funding.

**TASK 1 - EXPEDITE THE DELIVERY OF PROGRAMMED PROJECTS.** Examples of work under this task include:

- Work with Caltrans and other regulatory agencies to assist STA and Reliever Route jurisdiction staff to obtain necessary authorizations from the California Transportation Commission, and any other authorizing agency, to construct the Peabody Road/Cement Hill Road/Vanden Road intersection project by the summer of 1999.
- Assist STA staff with development of a financial plan for funded Reliever Route projects that optimizes the use of local, state and federal funding, and recognizes the schedule for the availability of funding. The financial plan must ensure that all segments of the project can meet deadlines for the use of funds.
- Assist STA staff with the development of a Memorandum of Understanding that implements the financial plan and ensures that each phase of construction is integrated into past and future phases.
- Assist STA staff in managing consultant efforts for the EIS/R, the transportation/land use concept plan and preliminary engineering studies.

**TASK 2 - ASSIST STA STAFF TO ACCESS FUNDING FOR ADMINISTRATION AND MANAGEMENT OF THE RELIEVER ROUTE PROJECT.** Under this task, the consultant will assist STA in preparing allocation request letters and facilitating the process to use already programmed Reliever Route funding to pay for administration and management of the Reliever Route project.

**TASK 3 - MEETINGS WITH THE RELIEVER ROUTE WORKING GROUP.** Under this task, the consultant will attend meetings of the I-80 Reliever Route Working Group, provide input on the agenda and follow up on appropriate issues.

**TASK 4 - MONTHLY PROJECT STATUS REPORTS.** Under this task, the consultant will provide written monthly project status reports on the Reliever Route project to be included in the I-80 Reliever Route Working Group agenda packets.

The length of the agreement for services is three months, and the cost of the services will not exceed \$10,000. Charges will be based on an hourly rate of \$110 per hour.

November 11, 1998  
Agenda Item 7.3



DATE: November 4, 1998  
TO: STA Board  
FROM: Dan Christians  
RE: EIS/R Consultant Contracts for I-80 Reliever Route Project

As discussed previously, the STA has secured \$28 million in state and federal funds for the I-80 Reliever Route project and is in the process of implementing the first five stages of the project. In August of this year, the STA recommended to the Reliever Route Working Group that consultant services be retained to prepare an EIS/R document for the project. The STA Board approved the retention of a consultant to provide these services at the September Board meeting. Because the consultant services are to be funded through the State Transportation Improvement Program (STIP), the consultant selection process adhered to the qualifications-based selection procedures required by Caltrans.

A Request for Proposals was released on September 18<sup>th</sup> of this year and distributed to six environmental firms. Two firms submitted proposals for the EIS/R consultant services by the proposal deadline of October 15<sup>th</sup>. Submitting proposals for the EIS/R were EIP Associates and Jones & Stokes. Both firms were invited to participate in interviews scheduled on October 23<sup>rd</sup>.

The interview panel was comprised of senior staff from each of the four jurisdictions along the Reliever Route. The panel included Eve Somjen from Fairfield, Harry Englebright from Solano County, Barry Munowitch from Suisun City and Maureen Traut and Ozzie Hilton from Vacaville. A composite score developed from the scoring sheets prepared by each of the panel members was used as the basis for ranking the firms.

The selection panel for the EIS/R consultants recommended the selection of Jones & Stokes based on their overall #1 ranking. The contract amount of \$323,500 for the preparation of EIS/R documents are support costs that will be funded by the allocation of \$630,000 in STIP funds that is currently pending at the California Transportation Commission. STA Staff expects these funds to be allocated at the CTC Meeting on December 1<sup>st</sup>/2<sup>nd</sup> or January 14<sup>th</sup>/15<sup>th</sup>.

#### Recommendation

Authorize the Executive Director to enter into a contract for \$323,500 with Jones & Stokes for the preparation of an EIS/R subject to the allocation of STIP funds for project support activities from the California Transportation Commission.



November 11, 1998  
Agenda Item 7.4



DATE: November 4, 1998  
TO: STA Board  
FROM: Michelle Morris Brubaker  
RE: Base Mapping/Plan Line Consultant Contracts for I-80 Reliever Route Project

As discussed previously, the STA has secured \$28 million in state and federal funds for the I-80 Reliever Route project and is in the process of implementing the first five stages of the project. In August of this year, the STA recommended to the Reliever Route Working Group that consultant services be retained to prepare Base Mapping/Plan Line documents for the project. The STA Board approved the retention of consultants to provide these services at the September Board meeting. Because the consultant services are to be funded through the State Transportation Improvement Program (STIP), the consultant selection process adhered to the qualifications-based selection procedures required by Caltrans.

A Request for Proposals (RFP) was released on September 18<sup>th</sup> of this year and distributed to nine engineering firms. Four firms submitted proposals for the Base Mapping and Plan Line consultant services by the proposal deadline of October 15<sup>th</sup>. Submitting proposals for the Base Mapping/Plan Line were Chaudhary & Associates, Creegan & D'Angelo, Mark Thomas and Psomas. All of the firms were invited to participate in interviews scheduled on October 27<sup>th</sup>.

The interview panel was comprised of senior staff from each of the four jurisdictions along the Reliever Route. The panel included Flo Verano from Fairfield, Gary Crawford from Solano County, Julie Pappa from Suisun City and Gian Aggarwal and Bob LaShells from Vacaville. A composite score developed from the scoring sheets prepared by each of the panel members was used as the basis for ranking the firms.

The selection panel for the Base Mapping and Plan Line consultants recommended the selection of Mark Thomas & Company based on their overall #1 ranking. The contract amount of \$212,950 for the preparation of Base Mapping/Plan Line documents are support costs that will be funded by the allocation of \$630,000 in STIP funds that is currently pending at the California Transportation Commission. STA Staff expects these funds to be allocated at the CTC Meeting on December 1<sup>st</sup>/2<sup>nd</sup> or January 14<sup>th</sup>/15<sup>th</sup>.

#### Recommendation

Authorize the Executive Director to enter into a contract for \$212,950 with Mark Thomas & Company for the preparation of Base Mapping and Plan Line documents subject to the allocation of STIP funds for project support activities from the California Transportation Commission.



November 11, 1998  
Agenda Item 8.1



DATE: November 2, 1998  
TO: STA Board  
FROM: Martin Tuttle  
RE: Approve Executive Director Recruitment and Selection Process

The STA Board met at a special meeting on November 6, 1998 (after agenda mail-out). An oral report of the outcome of the November meeting will be presented to the Board.

The recruitment and selection process is noticed as a "action" item in the event the Board needs to take any timely action to advance the recruitment process.

Recommendation

Review executive director recruitment and selection process and (2), if appropriate, take necessary action to advance the process.



November 11, 1998  
Agenda Item 8.2



DATE: November 4, 1998  
TO: STA Board  
FROM: Matt Todd  
RE: TEA-21 25% Program – Corridor Plans

The three corridors that are part of Solano for this program include the I-80 Corridor, the I-680 North Corridor, and the North Bay East-West Corridor. The latest estimate of funding available to the corridor plans is \$41-43 million (regionwide over 3 years). This is a very competitive program in which many more projects than available funding will be submitted.

MTC has set a funding limit on these corridor plans at about \$12 million for each corridor. Projects that are not identified in the initial \$12 million budget will not apply for funding at this time.

The STA has worked with our member agencies, including transit and public works staff, the Safety Plan effort, and Caltrans to create lists of projects. Over the last months, STA staff has also worked with staff from our partner counties to combine projects from different counties into coordinated corridor plans.

The 1<sup>st</sup> (or high) priority projects identified in the corridor plans are eligible to apply for funding. Applicants for 2<sup>nd</sup> priority projects will not apply for funding at this time. Unfunded low cost safety projects in the corridor plans (both 1<sup>st</sup> and 2<sup>nd</sup> priority) may be eligible to receive a portion of the 75% TEA 21 funds which will be programmed after the 25% program projects are determined.

1<sup>st</sup> priority projects from Solano in these plans include: a countywide electronic transit kiosk program, a countywide lighted crosswalk program, park and ride lots on the 80 and 680 corridor, traffic operations systems on our highways (i.e. changeable message signs), bike projects, and other low cost safety projects.

The plans will be forwarded to MTC once approved by the all the participating policy boards. Projects identified in the first priority projects need to have applications submitted to the STA by December 15.

Recommendation

Approve the three corridor plans (I-80, I-680 North, and the North Bay East West) which will be forwarded on to MTC and will provide the basis for project applications for the 25% TEA 21 Program.



## **BACKGROUND**

### I-80 Corridor

This was the most impacted corridor in Solano. The initial call for projects produced a list over 6 times the value of the final 1<sup>st</sup> priority project list. The corridor plan includes projects from Solano, Alameda, and Contra Costa. This plan is scheduled to go before the Contra Costa Transportation Authority Board on November 18 and the Alameda Congestion Management Agency Board on November 19.

### I-680 Corridor

This corridor was a joint effort with Contra Costa. The Contra Costa subareas of this corridor each have a subcommittee and added to the difficulty of putting together a combined corridor plan. This plan is scheduled to go before the Contra Costa Transportation Authority Board on November 18.

### North Bay East West Corridor

This corridor plan was able to accommodate all the project requests through the three counties it travels through. This plan is scheduled to go before the Napa County Transportation Planning Agency on November 18 and the Sonoma County Transportation Authority on November 9.

The attachments to this item include:

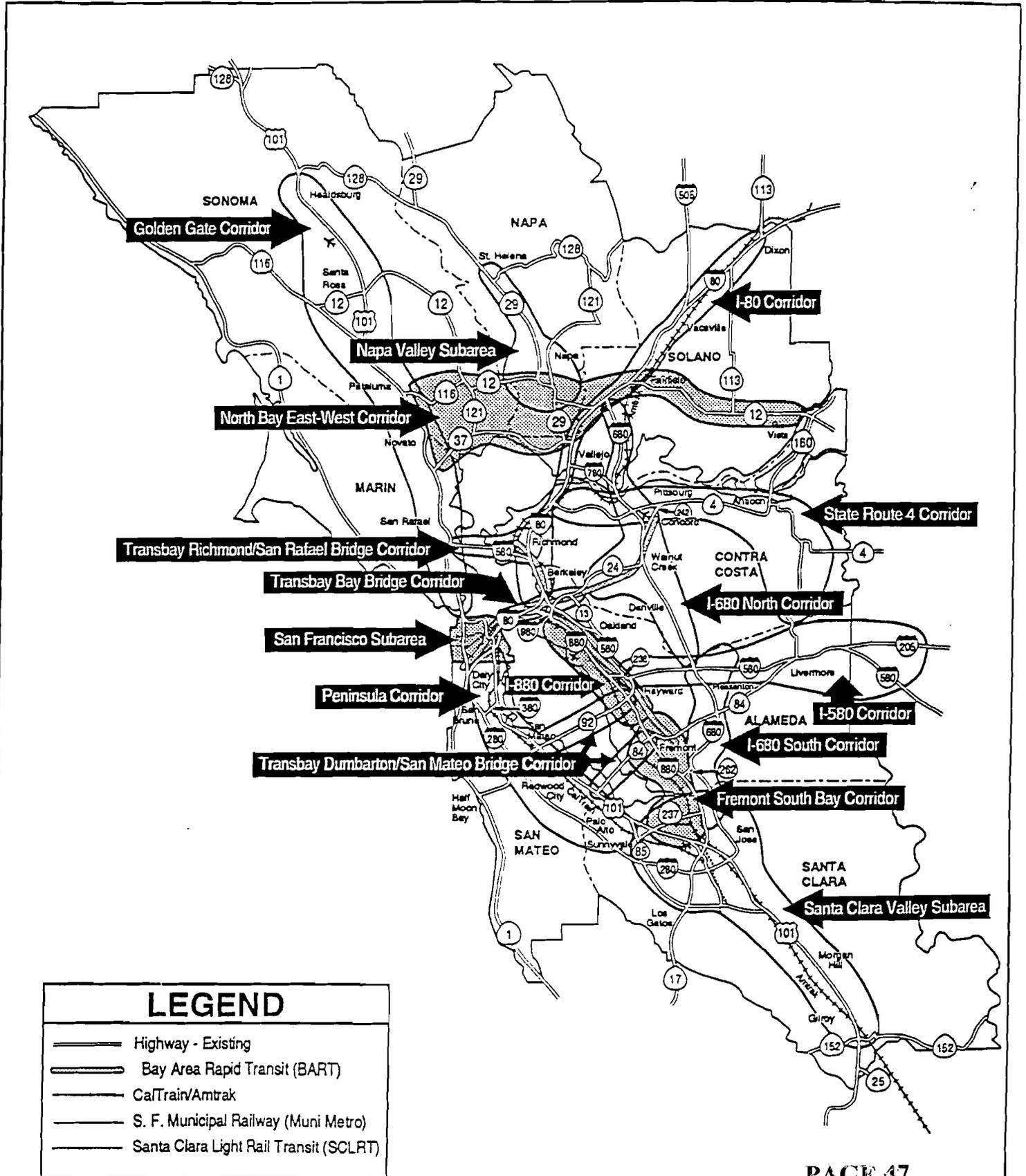
1. Calendar of upcoming events for the 25% Program
2. Map of all the corridors in the MTC region for the 25% Program
3. I-80 Corridor Plan, which includes the Management Objectives and Operational Problems, the Project List, and the Solano projects broken out on a second spreadsheet.
4. I-680 North Corridor Plan, which includes the Management Objectives and Operational Problems, the Project List, and the Solano projects broken out on a second spreadsheet
5. North Bay East West Corridor Plan, which includes the Management Objectives and Operational Problems, the Project list

## CALENDAR OF EVENTS

Oct 28	TAC	Approved Final Corridor Plans (All corridor projects)
Nov 11	STA Board	Approve Final Corridor Plans (All corridor projects)
Nov 30		Corridor Plans due to MTC
Nov 12 – Dec 17		Project Sponsors complete applications for top priority corridor projects (projects within the top \$12 million level of the plans)
Dec 18		Project Applications due to the STA
Jan 8		STA will forward reviewed applications to MTC

DRAFT

Attachment A  
RTP Corridors



## Summary of Solano 1st Priority Projects

Project Location	Description	Sponsor(s)	Impact/ Effectiveness Category	Corridor Management Plan (Total costs in thousands, federal fund request only)			
				I-80	I-680 North	North Bay East-West	TOTALS
Transit Kiosks	Joint Project with Contra Costa	Consortium, Traks	Traveler Info	\$ 150.0	\$ 30.0	\$ 15.0	\$ 195.0
North Texas Street	Traffic Signal Interconnect	Fairfield	Interconnect Signals	\$ 354.0			\$ 354.0
Peabody Road	Bus/Bike Railroad crossing Safety Improvement	Fairfield	Railroad crossing protection devices	\$ 490.0			\$ 490.0
Lighted Cross walks	Multiple locations	Multiple	pedestrian crossing protection	\$ 212.0	\$ 35.4	\$ 71.0	\$ 318.4
Solano Commuter Information	multimodal outreach, info. and services	SCI	Traveler Info	\$ 75.0	\$ 45.0	\$ 25.0	\$ 145.0
Regional bike route signage	Identify existing regional II and III routes	STA	Traveler Info.	\$ 44.3	\$ 44.3	\$ 44.3	\$ 132.9
Sereno Transit Center, P-n- R facility	Move off Street	Vallejo	Relocated enhanced transit stop	\$ 1,992.0		\$ 664.0	\$ 2,656.0
I-80 (37/80 interchange)	TOS improvements	Caltrans	TOS	\$ 354.0			\$ 354.0
I-80 (37/80 interchange)	TOS improvements	Caltrans	TOS	\$ 266.0			\$ 266.0
State Park Bike/Pedestrian Bridge	Improve safety of Bay Trail Connection	Benicia	Bike Lane safety		\$ 500.0		\$ 500.0
Park n Ride, Green Valley	Security	Caltrans	Parkn-Ride Security		\$ 35.0		\$ 35.0
Park-n-Ride facility in Benicia	I-680/Industrial Way	Fairfield/Benicia	Park-n-Ride Lot		\$ 885.3		\$ 885.3
Park-n-Ride facility in Cordelia	I-680/Gold Hill	Fairfield	Park-n-Ride Lot		\$ 1,593.5		\$ 1,593.5

## Summary of Solano 1st Priority Projects

Project Location	Description	Sponsor(s)	Impact/ Effectiveness Category	Corridor Management Plan (Total costs in thousands, federal fund request only)			TOTALS
				I-80	I-680 North	North Bay East-West	
East Second Street Signal	Install new traffic signal at intersection of East Second Street and the I-780 off ramp	Benicia	New Warranted Signal		\$ 146.1		\$ 146.1
Highway 37	TOS Improvments	Caltrans	TOS			\$ 420.0	\$ 420.0
Highway 12, eastbound	Amarada Rd, right turn lane, flashing warning light	Rio Vista	Geometric Corrections, Improved signage			\$ 35.0	\$ 35.0
Highway 12, westbound	Church Rd, right turn lane, flashing warning light	Rio Vista	Geometric Corrections, Improved signage			\$ 35.0	\$ 35.0
Highway 12, eastbound	Drouin, right turn lane	Rio Vista	Geometric Corrections			\$ 35.0	\$ 35.0
Highway 12/Hillside/Main	New Signal, meets safety warrents	Rio Vista/Caltrans	New Warranted Signal			\$ 129.0	\$ 129.0
Bike Lane Improvments	Sunset to Walters Rd along Highway 12	Suisun City	Class I Bike Lane, gap closure			\$ 177.0	\$ 177.0
Bike Lane Improvements	Village Dr to Amtrak Station along Highway 12	Suisun City	Improvement to transit cent.			\$ 133.0	\$ 133.0
Highway 12	Median barrier, improvements	Suisun City	Median Barriers			\$ 266.0	\$ 266.0
Walters Rd	Bike Lane Improvements	Suisun City	Class II bike lane on arterial			\$ 18.0	\$ 18.0
SR 29/Meadows	Advance Warning Signs	Vallejo/Caltrans	Improve Signage			\$ 133.0	\$ 133.0
SR 29/Georgia	Left Turn Imp.	Vallejo/Caltrans	Geometric Corrections			\$ 22.0	\$ 22.0
<b>TOTAL</b>				\$ 3,937.3	\$ 3,314.6	\$ 2,222.3	



# **I-80 CORRIDOR PLAN**

**(Dixon to Emeryville)**

**TEA-21 25% Program**



Note: This includes work from Contra Costa and Solano counties

## I-80 Corridor Management Plan

### Key Management Objectives:<sup>1</sup>

- 1 • Reliance on the Capitol Corridor trains, express buses and carpools utilizing the HOV lanes to serve growth of long-distance commuting to the urban core (alt. Improve express bus, intercity bus, ferry, train, and carpool/vanpool services along the corridor)
- 2 • Improve multimodal connections between transit, bicycle, pedestrian and automobiles at transfer centers, train stations and ferry terminal(s).
- 3 • Bridge toll policies should encourage ridesharing and transit use Facility improvements should ensure that I-80 operates smoothly during midday hours to preserve freight mobility
- 4 • Reliance on local transit and arterial improvements to serve growth in commuting between communities within urban core
- 5 • Develop the I-80 Reliever Route in Solano County for local trips
- 6 • Ensure improvements to the I-680/I-80 interchange do not adversely affect I-80 operations
- 7 • Ensure improvements to I-80 maximize efficiency of the operations between the I-680 interchange and the I-505 interchange, projected to have an increased amount of congestion in the near future
- 8 • Facility improvements should ensure that I-80 operates smoothly during midday hours to preserve freight mobility
- 9 • Corridor improvements should protect local streets from spillover freeway traffic
- 10 • Interchange improvements for I-80 should be designed to protect mainline operations
- 11 • Develop an equitable ramp metering plan
- 12 • Improvements to expedite bus flow in the corridor
- 13 • Improve traffic flow at key intersections
- 14 • Corridor improvements should support local economic health and stability
- 15 • Improvements should enhance the quality of life for residents and daytime occupants by improving facilities for transit and non-motorized travel
- 16 • Improvements should manage the type and amount of through-moving traffic
- 17 • Keep through traffic on I-80 and local traffic on local arterials
- 18 • Complete the HOV lane system from Cummings Skyway to the Carquinez Bridge and through Fairfield and Vallejo
- 19 • Implement programs to promote ridesharing and transit use in the HOV lanes
- 20 • Increase use of bicycle and walking for commuting
- 21 • Develop a seamless network of safe pedestrian and bicycle facilities along the corridor
- 22 • Improve system safety of all modes of travel along the corridor
- 23 • Ensure improvements to the Carquinez and Benicia bridges do not adversely affect I-80, I-680 and I-780 operations
- 24 • Ensure arterial routes along the corridor are maintained and safe
- 25 • Fill in gaps of TOS system
- 26 • Improve private sector partnerships to maximize corridor efficiencies
- 27 • Maximize HOV use entering I-80 corridor westbound at Carquinez Bridge
- 28 • Encourage transit-oriented development
- 29 • Coordinate capital investments and operational improvements
- 30 • Implement/expand ferry service in the corridor
- 31 • Ensure improvements facilitate travel between corridors

<sup>1</sup> Adapted from Track 2 document by MTC staff. Corridor partners should develop and prioritize objectives.

- 31 • Improve access to and within existing corridor BART stations
  - 32 • Improve parallel corridors (e.g. Camino Pablo/San Pablo Dam Road from I-80 to Highway 24).
  - 33 • Add bicycle/pedestrian improvements to encourage the use of commute alternatives and to promote recreational bicycling/walking
  - 34 • Evaluate ramp metering and arterial/ramp improvements
- 

#### Key Operational Problems:<sup>2</sup>

- 35 • Lack of operating funds to significantly expand corridor express bus service, intercity bus, ferry, train and carpool/vanpool services
- 36 • Severe peak period congestion on I-80 and major parallel arterials
- 37 • Significant off-peak congestion on I-80 and I-680/I-80 interchange due to recreational trips
- 38 • Various limitations related to implementing ramp metering:
  - Not all corridor interchanges were upgraded, so ramp metering may not be possible at some locations
- 39 • Motorists still learning proper use of HOV lanes and direct ramps
- 40 • Bus stop design and/or locations that impede traffic flow
- 41 • Existing geometrics and/or operation of key intersections impede traffic flow
- 42 • Existing ramps in the corridor may not be able to accommodate HOV bypass
- 43 • Existing signal systems in corridor are not interconnected nor is there is a bus priority system
- 44 • Limited transit service is available during the off-peak
- 45 • Heavy truck traffic on I-80
- 46 • Multiple local and regional transit providers serve the corridor
- 47 • San Pablo Avenue is the only major parallel reliever route on I-80 from the Carquinez Bridge to Oakland
- 48 • Insufficient parking at park-n-ride lots/transit facilities
- 49 • Lack of a well marked, well connected safe bicycle and pedestrian system that connects to transit and major activity centers
- 50 • Lack of bicycle/pedestrian crossing on Carquinez Bridge and well marked, safe access to the path
- 51 • Improve the marketing of express/intercity bus services in the corridor

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<sup>2</sup> Developed by MTC staff for illustrative purposes only. Corridor partners should develop statement of key problems.

**I-80 CORRIDOR MANAGEMENT PLAN  
PRELIMINARY PROJECT LIST - Updated 10.29.98**

**Overall I-80 Corridor Management Plan Goal: Provide multi-modal projects in Solano, Contra Costa, and Alameda Counties that emphasize alternative transportation.**

**1. Arterial Management Projects**

Goal: Improve local circulation, better access for commercial and transit vehicles, and provide a reliever route for I-80 during traffic incidences.

✓	San Pablo Avenue Smart Corridor Project Phase II (Alameda and Contra Costa counties)	\$3,000,000
✓	I-80/37 TOS improvements in Solano County	\$ 620,000
✓	North Texas Street signal interconnect	\$ 354,000
✓	Traffic signal installation and interconnect (Christic/ Shellmound/Powell - Emeryville)	\$ 400,000

**2. Transit Projects**

Goal: Improve transit connections between Solano, Contra Costa and Alameda Counties.

✓	San Pablo Avenue Key Route System (Alameda County to Del Norte BART)	\$1,500,000
✓	San Pablo Avenue Key Route System (Contra Costa County (Del Norte) to Richmond Parkway Transit Center)	\$1,500,000
✓	BART Automated Fare Collection rehab (Alameda and Contra Costa Counties)	\$ 500,000
✓	Sereno Transit Center/Park n Ride Facility (Solano County)	\$1,992,000
✓	Hercules Transit Center (Contra Costa County)	\$ 250,000
✓	Transit kiosks (Solano and Contra Costa Counties)	\$ 300,000
✓	Solano Commuter Information services - multimodal outreach and information	\$ 75,000

**26. Low-Cost Safety Improvements**

Goal: Provide improvements to ensure and enhance public safety along the I-80 Corridor.

✓	Lighted crosswalks (Phase I - 6 locations in Solano County; Phase II - locations TBD in Alameda and Contra Costa)	\$ 212,000
✓	Bus/bike railroad crossing safety improvement @ Peabody Road (Solano County)	\$ 490,000

**27. Bicycle and Pedestrian Improvements**

Goal: Provide opportunities for bicycling and walking throughout the I-80 Corridor as an alternative to single-occupant vehicle use.

✓	San Pablo Corridor Bicycle Project Phase I (City of Berkeley- Alameda County)	\$ 450,000
✓	Regional bike route signage (Solano County)	\$ 44,000
✓	Bay Trail gap closure Pinole /Hercules (Contra Costa County)	\$ 500,000

**Current Total (all projects)           \$12,187,000**

Breakdown by County: Alameda - \$4,100,000; Contra Costa - \$4,150,000; Solano - \$3,937,000

# I-80 Corridor Management Plan Projects

Project Type	Description	Objective Supported	County	Total Project Cost	Local Match Cost	25% STP/CMAQ Cost	Aggregate STP/CMAQ Cost
<b>1st Priority</b>	TOS	TOS Improvments to I-80/37 Interchange	SOL	\$ 400.0	\$ 44.0	\$ 354.0	\$ 354.0
	TOS	TOS Improvments to I-80/37 Interchange	SOL	\$ 300.0	\$ 34.0	\$ 266.0	\$ 620.0
	Signal Inteconnect	Interconnect signals along North Texas	SOL	\$ 400.0	\$ 46.0	\$ 354.0	\$ 974.0
	Transit Center/P-n-R facility	Move existing transfer facility off street	SOL	\$ 2,250.0	\$ 258.0	\$ 1,992.0	\$ 2,966.0
	Transit Kiosks	Transit information electronic kiosks	SOL	\$ 169.0	\$ 19.0	\$ 150.0	\$ 3,116.0
	Pedestrian Improvments	Lighted crosswalks, program of locations along corridor	SOL	\$ 240.0	\$ 28.0	\$ 212.0	\$ 3,328.0
	Railroad crossing safety improvement	Bus/bike railroad crossing safety improvement at Peabody Road	SOL	\$ 555.0	\$ 65.0	\$ 490.0	\$ 3,818.0
	Multimodal Outreach and Info. Services	Solano Commuter Information sevicees	SOL	\$ 84.0	\$ 9.0	\$ 75.0	\$ 3,893.0
	Regional bike route signage	Identify existing class II and III routes	SOL	\$ 50.0	\$ 6.0	\$ 44.0	\$ 3,937.0
	<b>TOTAL</b>				<b>\$ 4,448.0</b>	<b>\$ 509.0</b>	<b>\$ 3,937.0</b>
<b>2nd Priority</b>	Advance Warning Signs	Various locations, including: Air Base/Walters	SOL				
	Bike Improvements	Various locations, including: Red Top Road/SR 12, Southside Bikeway, Alamo Creek Bikeway, along the I-80 Reliever Route	SOL				
	Bike/Ped Improvements	Countywide Bike/Ped Education Program	SOL				
	Bike/Ped Improvements	Countywide Neighborhood Traffic Safety Program	SOL				
	Emergency Vehicle Preemption	Various locations, including: Travis Blvd.	SOL				

# I-80 Corridor Management Plan Projects

Project Type	Description	Objective Supported	County	Total Project Cost	Local Match Cost	25% STP/CMAQ Cost	Aggregate STP/CMAQ Cost
Geometric Improvements	Various locations, including: Two way left turn lane on Peabody Road, and I-80 auxiliary lane (Air Base to Travis)		SOL				
Interchange Improvements	Various locations, including: I -80/Davis Street, I-80/Redwood, I-80/Columbus, I-80/505, I-80/780		SOL				
Intersection Improvements	Various locations, including: Solano/Mariposa, SR 29/Georgia, North Texas/Travis, Unincorporated Solano (3 locations)		SOL				
Low Cost Safety	Various locations in including restripe left turn lanes, edgeline striping, guardrails, shoulder improvements, and signal modification		SOL				
Multimodal Outreach and Info. Services	Solano Commuter Information services		SOL				
New Signal	Various locations, including: Columbus/Springs, North Texas/I-80 Eastbound, Alameda/Curtola		SOL				
Park and Ride Facility	Various locations, including: Liesure Town Road near I-80, Dixon Mult-modal center		SOL				
Park and Ride Security	various locations		SOL				
Pedestrian Improvements	Various locations, including: Curtola/Lemon, and Blossum Ave over UP tracks		SOL				
Pedestrian Improvements	Phase II, lighted crosswalks		SOL				
Pedestrian Improvements	Various locations in "Downtown" areas		SOL				
Road Realignment	Various locations in unincorporated Solano		SOL				
Transit Cutouts/Pullouts	Improve transit stops at various locations		SOL				
Transit Marketing	SolanoLinks		SOL				

2nd Priority



# **I-680 NORTH CORRIDOR PLAN**

**(Southern Contra Costa County Line to  
680/80 Interchange)**

**TEA-21 25% Program**





# I-680 North Corridor Management Plan

The Interstate 680 North corridor runs from Solano County south into Alameda County. The main transportation facility in the corridor—I-680 itself—runs from its intersection with I-80 in Cordelia to its intersection with I-580 in Dublin. The corridor also includes several other important freeways—State Route 24 between the Caldecott Tunnel and I-680, State Route 242 which connects I-680 and State Route 4 in Concord, and I-780 which connects I-680 and I-80 in Solano County—as well as the Bay Point BART line which runs from Oakland and San Francisco to East Contra Costa, paralleling SR 242, I-680 and SR 24.

The Corridor is served by County Connection, Benicia Transit and Solano BART Express buses. Bus service at the Martinez Intermodal Facility also includes WestCAT, Tri Delta Transit, Amtrak, Amtrak California and the Caltrans Benicia/Martinez bike bus. Bus connections to Solano County are available at the Pleasant Hill BART station. Service to the ACE train will be available in Central County and the I-680 South corridor within a year.

*The following edits to the operational issues and management objectives reflect the combined recommendations of staff from Solano and Contra Costa counties.*

## **Key Operational Issues**

1. Despite capacity improvements to the central portions of I-680, there will continue to be significant capacity constraints and worsening traffic congestion on some segments of I-680. In particular, the southern section of the I-680 corridor between Rudgear Road and I-580, the Benicia-Martinez Bridge and the I-80/I-680 interchange will see increasing traffic congestion and delay.
2. The lack of a comprehensive system for managing the freeway/arterial system may prevent optimal efficiency and smooth system-wide operations and may prevent getting the maximum benefit from recent investments.
3. The parallel arterial systems in the I-680 corridor are discontinuous and in many cases are operating at capacity.
4. The Caldecott Tunnel is a significant bottleneck on State Route 24, especially in the two-lane non-peak direction.
5. There is insufficient parking at many BART and other transit stations, and park-and-ride lots, and a need to serve both peak riders and off-peak riders.
6. There is a lack of operating funds to support increased ridership through improved frequency and reliability of transit service.
7. To reduce the number of single-occupant auto trips, there is a need to expand and market programs for commute alternatives, including improving regional bicycle and

pedestrian systems; to encourage transit ridership, particularly at the transit hubs in the I-680 corridor; and to support carpooling.

8. A safe, well-marked bicycle and pedestrian system that connects to transit and major activity centers is needed to support biking and walking as a commute alternative. Completing major trails, such as connections to the new pedestrian-bicycle crossing on the Benicia-Martinez Bridge and gaps on the Iron Horse and Bay Trails, are important components of this system.

### **Key Management Objectives**

The following objectives are intended to achieve the goals of minimizing overall system delay, and improving system efficiency and reliability.

1. Improve management systems with and among corridors; manage freeways, arterials and transit as one coordinated system.
2. Improve system safety and reduce delay for all systems and modes.
3. Improve multimodal connections.
4. Improve—and expand the use of—alternative travel modes, including express bus service; intercity bus and train; and carpools, vanpools and other HOVs, by improving intercity transit and HOV facilities and services along the corridor.
5. Maintain and improve transportation system management programs, including traveller assistance programs and information programs.
6. Develop a “seamless” network of safe pedestrian and bicycle facilities to increase the use of bicycles and walking for commuting.
7. Maintain reliable freeway operation in the off-peak period to support freight movement.

### **Potential Management and Operation Projects**

The attached table lists potential projects to address identified problems and to meet the objectives for the corridor. The table is organized by those that meet the following screening criteria, those that may meet them, and those that do not meet them.

1. The project is consistent with and helps meet one or more objective of the corridor plan
2. The project is on—or will significantly benefit—the MTS
3. Funds for the project can be obligated by September 30, 2001
4. The project is fully funded and sponsors can provide the required local matching funds
5. The project will provide a well-justified, “useable segment” when completed
6. The project will not require more than \$3 million in 25% program funds
7. The project is eligible for federal STP or CMAQ funding
8. The project is consistent with the Regional Transportation Plan

To indicate this consistency with the objectives of the plan, the table indicates which objectives each project helps fulfill. In addition, the table is divided into three sections: high-priority projects which will be submitted to MTC for 25% funding, other potential projects and projects that are not eligible for 25% funding (although they may be eligible for other funding).

### **High-Priority Projects**

Partners within the I-680 North corridor have identified the following high-priority projects. These projects will be submitted to MTC for funding under the 25% Flexible Federal program. This program was established through MTC's Resolution 3053 to fund projects that will help manage and improve the operation of the regional transportation system. All of the high-priority listed below meet the screening criteria for the 25% program. Each project:

1. supports at least one of the management objectives established for the corridor,
2. Is on or significantly benefits the Metropolitan Transportation System,
3. Is fully funded (including the required 11.47 percent local match) and can obligate funds by September 30, 2001,
4. Requires no more than \$3 million in 25% funds,
5. Is eligible for STP or CMAQ funding, and
6. Will result in a useable segment when completed.

As a guideline, MTC staff has set a "bid limit" of \$12 million in 25% funds for each corridor. While the Corridor Management Plan may include more than \$12 million in projects, the partners must, within that list of potential projects, identify a subset of highest priority projects that does not exceed the \$12 million cap on 25% fund requests.

Accordingly, the following project list shows our highest priority projects, totaling \$12.3 million in 25% funds, at the top of the list. Within that subset, the project are *not* listed in rank order. Each project is an equally high priority for the corridor management partners.

Projects below the \$12,263,300 line will not be submitted for funding at this time. These lower priority projects, however, will continue to be shown in the plan as potential projects that could improve the management and operation of the transportation system within the corridor. The corridor management partners may choose to submit these other projects for funding in later cycles of the 25% program or pursue other funding sources for them.

*NOTE The following table will be filled out for each high-priority project listed in the list of potential projects.*

## Potential High-Priority Projects (ranked using test scoring with MTC criteria)

### I-680 North Corridor Management Plan

TCM = Transportation Control Measure; H = highway; A = arterial; T/R = transit & ridesharing; B/P = bicycle & pedestrian; F = freight; Priorities: 1 = high; 2 = medium; 3 = low; ? = not yet prioritized

Projects without a sponsor are listed as ineligible; projects without adequate description—or with other questions about eligibility—are listed as possibly eligible.

Project Name	Brief Description	Area	Sponsor(s)	Total Costs	Other Costs	25% Costs	Cumulative Costs	Type (\$ or R)
<b>Potential High-Priority Projects</b>								
Expand TR@KS Traveler kiosk program	Expand, market and deploy additional transportation information kiosks throughout the corridor, with updated information from the TR@KS kiosksite software. Includes costs for maintaining the kiosks. Includes \$30,000 for Solano County project.	Corridor	TRANSPAC, local jurisdictions in both Contra Costa and Solano County	\$307.0	\$35.2	\$271.8	\$271.8	R
<b>Corridor Total</b>						<b>\$271.8</b>		
Park n Ride, Benicia	New park n ride lot at I-680/ Industrial Way I/C	Solano	Fairfield, Benicia, Caltrans	\$1,000.0	\$114.70	\$885.3	\$1,157.1	R
Park n Ride, Cordelia	New park n ride lot at I-680/ Gold Hill I/C	Solano	Fairfield, Caltrans	\$1,800.0	\$206.46	\$1,593.5	\$2,750.6	R
Solano Commuter Information	Multimodal outreach, information and services	Solano	SCI	\$50.8	\$5.8	\$45.0	\$2,795.6	R
<b>State Park Bike/Pedestrian Bridge</b>	<b>Improve safety of Bay Trail Connection</b>	Solano	<b>Benicia, State</b>	<b>\$564.8</b>	<b>\$64.8</b>	<b>\$500.0</b>	<b>\$3,441.7</b>	<b>S</b>
E. Second Street signal	Install new traffic signal at intersection of E. Second Street and I-780 off-ramps: safety project	Solano	Benicia	\$165.0	\$18.93	\$146.1	\$2,941.7	S
Regional bike route signage	Identify existing regional Class II and III routes	Solano	STA, local jurisdictions	\$50.0	\$5.7	\$44.3	\$3,486.0	R
Park n Ride, Green Valley	Provide security services	Solano	Caltrans	\$39.5	\$4.5	\$35.0	\$3,521.0	S
Lighted cross walks	Military West in Benicia	Solano	Benicia	\$40.0	\$4.6	\$35.4	\$3,556.4	S
<b>Solano Total</b>						<b>\$3,284.6</b>		
Central Contra Costa Traffic Management Program: Walnut Creek Traffic Signal System Upgrade	This is multi-phase project that replaces the existing Traffic Signal Central Computer with a NTCIP compatible system, replaces 84 traffic signal controllers with NTCIP compatible units, installs fiber-optic interconnect, a traffic surveillance system, and video detection at selected intersections.	Central	Walnut Creek, TRANSPAC	\$1,360.0	\$863.0	\$497.0	\$4,053.4	R

**Potential High-Priority Projects (ranked using test scoring with MTC criteria)**

**I-680 North Corridor Management Plan**

TCM = Transportation Control Measure; H = highway; A = arterial; T/R = transit & ridesharing; B/P = bicycle & pedestrian; F = freight; Priorities: 1 = high; 2 = medium; 3 = low; ? = not yet prioritized

Projects without a sponsor are listed as ineligible; projects without adequate description—or with other questions about eligibility—are listed as possibly eligible.

Project Name	Brief Description	Area	Sponsor(s)	Total Costs	Other Costs	25% Costs	Cumulative Costs	Type (S or R)
Expand park-and-ride lot at I-680/Rudgear Road	This project expands the existing, fully utilized Rudgear Road Park and Ride lot by adding approximately 60 parking spaces under the freeway and adjacent to Iron Horse Trail just north of Rudgear Road	Central	Walnut Creek, Caltrans, Contra Costa County, TRANSPAC	\$480.0	\$55.0	\$425.0	\$4,478.4	R
Iron Horse Trail Gap Closures: complete Mayhew to Monument segment	Install signal and pedestrian safety improvements at Hookston/Bancroft intersection and complete trail gaps	Central	EBRPD, Pleasant Hill, Concord, County, TRANSPAC	\$836.0	\$529.0	\$307.0	\$4,785.4	S
Iron Horse Trail Gap Closures: overcrossing at Jones Road and Treat Boulevard		Central	Contra Costa County, EBRPD, TRANSPAC	\$2,500.0	\$1,250.0	\$1,250.0	\$6,035.4	R
Central Contra Costa Traffic Management Program: Pacheco Boulevard traffic control system interconnect	Arnold Drive to Second Avenue	Central	Martinez	\$350.0	\$40.1	\$309.9	\$6,345.2	R
Pleasant Hill Road signal improvements	Deer Hill Rd. to Rancho View Dr.: upgrade signal controllers and synchronize signals	Central	Lafayette	\$268.0	\$30.7	\$237.3	\$6,582.5	R
Central Contra Costa Traffic Management Program: Concord Boulevard signal interconnect	Farm Bureau to Ayers Road	Central	Concord, TRANSPAC	\$491.4	\$56.5	\$434.9	\$7,017.4	R
Central Contra Costa Traffic Management Program: Pleasant Hill Road and Gregory Lane signal interconnects	Devon to Gregory Lane on Pleasant Hill Road, then from Pleasant Hill Road to Contra Costa Boulevard on Gregory Lane	Central	Pleasant Hill, TRANSPAC	\$350.0	\$40.1	\$309.9	\$7,327.2	R
Iron Horse Trail: undercrossing of SR 242	Construct undercrossing for trail	Central	EBRPD, Concord, TRANSPAC	\$165.0	\$18.9	\$146.1	\$7,473.3	R
Iron Horse Trail: undercrossing of Willow Avenue	Construct undercrossing for trail	Central	EBRPD, Concord, TRANSPAC	\$300.0	\$34.4	\$265.6	\$7,738.9	S

## Potential High-Priority Projects (ranked using test scoring with MTC criteria)

### I-680 North Corridor Management Plan

TCM = Transportation Control Measure; H = highway; A = arterial; T/R = transit & ridesharing; B/P = bicycle & pedestrian; F = freight; Priorities: 1 = high; 2 = medium; 3 = low; ? = not yet prioritized

Projects without a sponsor are listed as ineligible; projects without adequate description—or with other questions about eligibility—are listed as possibly eligible.

Project Name	Brief Description	Area	Sponsor(s)	Total Costs	Other Costs	25% Costs	Cumulative Costs	Type (S or R)
Iron Horse Trail: undercrossing of Diamond Boulevard	Construct undercrossing for trail	Central	EBRPD, Concord, TRANSPAC	\$300.0	\$34.4	\$265.6	\$8,004.5	S
Iron Horse Trail: undercrossing and bridge over Concord Avenue	Construct undercrossing for trail	Central	EBRPD, Concord, TRANSPAC	\$600.0	\$68.8	\$531.2	\$8,535.7	S
<b>Central Total</b>						<b>\$4,979.3</b>		
Mt. Diablo Blvd. bike lane improvements	First St. to Mt. View Dr.: includes sidewalk bulbs, striping, and signs	Lamorinda	Lafayette	\$33.5	\$3.8	\$29.7	\$8,565.3	S
Wheelchair ramp at rear entrance of Lafayette BART	Add ramp access to connect BART station to pedestrian system in Lafayette	Lamorinda	Lafayette, BART, EBMUD	\$469.0	\$53.8	\$415.2	\$8,980.5	R
Mt. Diablo Blvd. safety improvements (circulation, bicycle and pedestrian)	Carol Lane to Pleasant Hill Rd.	Lamorinda	Lafayette	\$134.0	\$15.4	\$118.6	\$9,099.2	S
<b>Lamorinda Total</b>						<b>\$563.5</b>		
Bicycle-pedestrian bridges on Iron Horse Trail	At Bollinger Canyon Road	Tri-Valley	San Ramon	\$2,500.00	\$750.0	\$1,750.0	\$10,849.2	S
Bicycle-pedestrian bridges on Iron Horse Trail	At Sycamore Avenue	Tri-Valley	Danville	\$2,500.00	\$750.0	\$1,750.0	\$12,599.2	S
<b>Tri-Valley Total</b>						<b>\$3,500.0</b>		
<b>Grand Total</b>						<b>\$12,599.2</b>		
Arthur Road bicycle and pedestrian improvements	I-680 to Pacheco: install sidewalk on one side of street and widen road to provide 4-foot shoulders on both sides of street for bike route	Central	Contra Costa County, TRANSPAC	\$322.0	\$36.9	\$285.1	\$12,884.2	S
Market new Reliez Valley bus service	Market new service between Lafayette and Pleasant Hill	Central, Lamorinda	CCCTA, TRANSPAC	\$85.0	\$9.7	\$75.3	\$12,959.5	R
I-680 Bikeway signage	Install signage for bicyclists in unincorporated portions of the I-680 Bikeway: Rudgear Road to Danville Town Limits	Central, Tri-Valley	Contra Costa County	\$20.1	\$2.3	\$17.8	\$12,977.3	R
Mt. Diablo Blvd. Pedestrian Path gap closure	South side of Mt. Diablo Blvd. from Mt. View Dr. to Lafayette Reservoir	Lamorinda	Lafayette	\$186.3	\$21.4	\$164.9	\$13,142.2	S

## Potential High-Priority Projects (ranked using test scoring with MTC criteria)

### I-680 North Corridor Management Plan

TCM = Transportation Control Measure; H = highway; A = arterial; T/R = transit & ridesharing; B/P = bicycle & pedestrian; F = freight; Priorities: 1 = high; 2 = medium; 3 = low; ? = not yet prioritized

Projects without a sponsor are listed as ineligible; projects without adequate description—or with other questions about eligibility—are listed as possibly eligible.

Project Name	Brief Description	Area	Sponsor(s)	Total Costs	Other Costs	25% Costs	Cumulative Costs	Type (S or R)
SR 24 Bikeway	Unincorporated portions of bikeway from Fish Ranch Road (Alameda County line) to Walnut Creek: Install destination, warning and traffic control signage; intersection improvements at Camino Pablo/Santa Maria; new bike lanes on Olympic Blvd.; and restriping	Lamorinda	Contra Costa County	\$144.0	\$16.5	\$127.5	\$13,269.7	R
Downtown Lafayette safety improvements	Add "chirping" signals to Mt. Diablo Blvd. And Moraga Rd.	Lamorinda	Lafayette	\$67.0	\$7.7	\$59.3	\$13,329.0	S
Safety improvements : Hartz Avenue	Diablo Road to Railroad: extend or improve sidewalk from Downtown to High School, replace perpendicular parking with parallel or angle parking and resurface street	Tri-Valley	Danville	\$550.0	\$137.50	\$412.5	\$13,741.5	S
Bus shelter and bicycle rack project		Tri-Valley	Danville	\$16.8	\$1.9	\$14.8	\$13,756.3	R
<b>TOTAL OTHER HIGH-PRIORITY PROJECTS</b>				<b>\$734.0</b>	<b>\$719.0</b>	<b>\$1,157.2</b>	<b>\$13,756.3</b>	

# I-680 North Corridor Management Plan Projects

Project Type	Description	Objective Supported	County	Total Project Cost	Local Match Cost	25% STP/CMAQ Cost	Aggregate STP/CMAQ Cost
<b>1st Priority</b>	State Park Bike/Pedestrian Bridge	Improve safety of Bay Trail Connection	Benicia	\$ 564.8	\$ 64.8	\$ 500.0	\$ 500.0
	Park n Ride, Green Valley	Security	Caltrans	\$ 39.5	\$ 4.5	\$ 35.0	\$ 535.0
	Transit Kiosks	Joint Project with Contra Costa	Consortium, Traks	\$ 33.9	\$ 3.9	\$ 30.0	\$ 565.0
	Park-n-Ride facility in Benicia	New park n ride lot at I-680/Industrial Way I/C	Fairfield/Benicia	\$ 1,000.0	\$ 114.7	\$ 885.3	\$ 1,450.3
	Park-n-Ride facility in Cordelia	New park n ride lot at I-680/Gold Hill I/C	Fairfield	\$ 1,800.0	\$ 206.5	\$ 1,593.5	\$ 3,043.8
	Lighted Cross walks	Military West at Benicia High School	Solano Program	\$ 40.0	\$ 4.6	\$ 35.4	\$ 3,079.2
	Solano Commuter Information	Multimodal outreach, info. and services	SCI	\$ 50.8	\$ 5.8	\$ 45.0	\$ 3,124.2
	Regional bike route signage	Identify existing regional class II and III routes	STA	\$ 50.0	\$ 5.7	\$ 44.3	\$ 3,168.5
	East Second Street Signal	Install new traffic signal at intersection of East Second Street and the I-780 off ramp: safety project	Benicia	\$ 165.0	\$ 18.9	\$ 146.1	\$ 3,314.6
<b>TOTAL</b>				<b>\$ 3,744.0</b>	<b>\$ 429.4</b>	<b>\$ 3,314.6</b>	

<b>2nd Priority</b>	Bike Improvements	Various locations, including: route between Red Top P and R and Cordelia P and R, Red Top Road/SR 12, Lake Herman/I-780	SOL				
	Bike/Ped Improvements	Countywide Bike/Ped Education Program	SOL				
	Bike/Ped Improvements	Countywide Neighborhood Traffic Safety Program	SOL				

## I-680 North Corridor Management Plan Projects

	Project Type	Description	Objective Supported	County	Total Project Cost	Local Match Cost	25% STP/CMAQ Cost	Aggregate STP/CMAQ Cost
	<b>2nd Priority</b>	Geometric Improvements	Lake Herman Rd at park entrance		SOL			
Low Cost Safety		Various locations, including projects such as: restripe left turn lanes, edgeline striping, guardrails, shoulder improvements, and signal modification		SOL				
Pedestrian Improvements		Various locations in "Downtown" areas		SOL				
Pedestrian Improvements		Lighted crosswalks, Phase II locations		SOL				
Pedestrian Safety		Various locations including: School crosswalk safety improvements in Benicia, I-780 overcrossing between high school and middle school		SOL				
Railroad crossing safety		Various locations, including: Benicia Industrial Park		SOL				
Transit Cutouts/Pullouts		Improve transit stops at various locations		SOL				
Transit marketing		SolanoLinks Marketing Program		SOL				



# **NORTH BAY EAST WEST CORRIDOR PLAN**

**(Includes Highway 12, 37, 29, 116, and 121  
between Solano and Sonoma)**

**TEA-21 25% Program**



## **NORTH BAY EAST-WEST CORRIDOR MANAGEMENT PLAN**

The Sonoma County Transportation Authority (SCTA), Napa County Transportation Planning Agency (NCTPA) and Solano Transportation Authority (STA) have met on several occasions this summer on the topic of a corridor management plan for the "North Bay East-West Corridor." In many ways, these meetings were an extension of the work which was done on the North Bay Corridor Study (completed by MTC in March 1998). This study focused on the links between transportation, fish and wildlife habitats and trails along the Highway 37 corridor and other east-west connectors such as Highways 12, 116, and 121. The study looked at a variety of transportation options in the corridor, ranging from new transit services, new carpool lanes, shifting truck traffic to rail, and various design options for Highway 37. Additionally, the study examined a wide range of traffic safety and operational issues such as intersection signals and re-design, shoulder additions, traveler information systems, park and ride lots, and traffic management plans for major events in the corridor.

Based on these documents and the recent discussions between the three counties, we have developed the following goals, corridor management objectives and key operational and safety problems to be submitted to MTC as the 1998 North Bay East-West Corridor Management Plan. We have also identified possible projects which fit under the system management component and may be considered under this plan.

### GOALS

- Maximize the safety and effectiveness of transportation improvements
- Maximize mobility for North Bay residents
- Improve the ability to move commercial goods in the North Bay
- Build on existing transportation systems
- Plan for long range future of the North Bay

### MANAGEMENT OBJECTIVES:

1. Ensure safe and efficient operations for all modes of travel on Route 37, 12, 29, 116, and 121
2. Transportation improvements should protect and enhance wetland resources and provide managed public access
3. Improve operations for commercial truck traffic and agricultural vehicles
4. Ensure improvements facilitate travel between corridors
5. Develop a traffic information system for Route 37 (i.e. TOS)
6. Maintain and improve transportation system management programs, including: traveler assistance programs; car-pool/van-pool programs; and information programs
7. Develop a seamless network of safe pedestrian and bicycle facilities along the corridor
8. Develop and coordinate a traffic management strategy for Route 37 and Routes 12, 116, and 121.
9. Develop access improvements for reuse of Mare Island

10. Improve safety on Route 116 between Petaluma and Sonoma Valley, on Route 12 east of I-80, and Route 121 between Route 12 and Route 29.

#### KEY OPERATIONAL PROBLEMS AND SAFETY PROJECTS:

1. Wineries, tourism, theme parks, and special events generate significant traffic on weekends and holidays
2. Difficult left turns for trucks accessing Route 37 from Route 121
3. Heavy agricultural vehicles delay traffic and have difficulties turning on and off of portions of Routes 12, 29, 116, and 121 from adjacent farmlands and vineyards
4. Traffic backup occurs at a number of intersections along Routes 12, 29, 116 and 121 due to the design, which cannot accommodate the volume of vehicles
5. Sub-standard shoulders along sections of Routes 12, 29, 116, and 121
6. Lack of a well-marked, well-connected, safe bicycle and pedestrian system
7. Lack of park and ride facilities to serve the corridor

#### SYSTEM MANAGEMENT ACTIVITIES

Identify possible projects which will qualify for the 25% STP/CMAQ funds based on the list of eligible projects developed by MTC.

- Attached is a list of projects for consideration.

The 1998 North Bay East-West Corridor Management Plan is meant to be a six year document. It is understood that MTC will be programming the 25% funds in two, three year increments. The SCTA, NCTPA and STA anticipate updating the plan, as needed, when the second round of programming is set to occur. It should be noted that some of the projects listed in the plan may not take place in the first round of funding, but are anticipated to compete in the second round.

The contact people for the North Bay East-West Corridor Management Plan are:

Matt Todd, Solano Transportation Authority  
Suzanne Wilford, Sonoma County Transportation Authority  
John Ponte, Napa County Transportation Planning Agency

# North Bay East-West Corridor Management Plan Projects

Project Type	Description	Objective Supported	County	Total Project Cost	Local Match Cost	25% STP/CMAQ Cost	Aggregate STP/CMAQ Cost	
<b>1st Priority</b>	Advance Warning Sign	Place advance warning signs for SR29/Meadows intersection	1	SOL	\$ 150.0	\$ 17.0	\$ 133.0	\$ 133.0
	Bay Trail Improvements	Support Bay Trail alignments (including shoulders on Duhig, Las Amigas and Cuttings Wharf Roads)	1,7	NAP	\$ 1,520.0	\$ 180.0	\$ 1,340.0	\$ 1,473.0
	Bike Lane Improvments	Class I path along Highway 12 from Sunset to Walters Rd	1,7,10	SOL	\$ 200.0	\$ 23.0	\$ 177.0	\$ 1,650.0
	Bike Lane Improvements	Class I path along Highway 12 from Village Dr to Amtrak Station	1,4,7,10	SOL	\$ 150.0	\$ 17.0	\$ 133.0	\$ 1,783.0
	Bike Lane Improvements	Class I bike path between Verano Avenue and Larson Park	1,7	SON	\$ 268.0	\$ 54.0	\$ 214.0	\$ 1,997.0
	Bike Lane Improvements	Class I bike path - East MacArthur to Leveroni	1,7	SON	\$ 325.0	\$ 75.0	\$ 250.0	\$ 2,247.0
	Bike Lane Improvements	Class I bike path w/in rail ROW between Sonoma City limits Street East & Hwy 121	1,7	SON	\$ 266.0	\$ 53.0	\$ 213.0	\$ 2,460.0
	Bike Lane Improvements	Class I Bike Path/Pedestrian Crossing - Hwy 12 @ Maxwell Farms Regional Park	1,7	SON	\$ 300.0	\$ 50.0	\$ 250.0	\$ 2,710.0
	Bike Lane Improvements	Shoulder improvements including Tubbs Lane and Yountville Crossroad	1,7	NAP	\$ 904.0	\$ 104.0	\$ 800.0	\$ 3,510.0
	Bike Lane Improvements	Class II bike lane along Walters Road	1,7	SOL	\$ 20.0	\$ 2.0	\$ 18.0	\$ 3,528.0
	Bike Lane Improvements	Class II bike lane on Arnold Drive from Country Club to Madrone	1,7	SON	\$ 625.0	\$ 125.0	\$ 500.0	\$ 4,028.0
	Geometric Improvements	Construct a right turn lane pocket for eastbound Highway 12/Drouin	1,10	SOL	\$ 40.0	\$ 5.0	\$ 35.0	\$ 4,063.0

## North Bay East-West Corridor Management Plan Projects

Project Type	Description	Objective Supported	County	Total Project Cost	Local Match Cost	25% STP/CMAQ Cost	Aggregate SIP/CMAQ Cost	
<b>1st Priority</b>	Geometric Improvements	Construct a right turn lane pocket and flashing warning light for eastbound Highway 12/ Amarada Road	1,10	SOL	\$ 40.0	\$ 5.0	\$ 35.0	\$ 4,098.0
	Geometric Improvements	Construct a right turn lane pocket and flashing warning light for westbound Highway 12/Church Road	1,10	SOL	\$ 40.0	\$ 5.0	\$ 35.0	\$ 4,133.0
	Geometric Improvements	Construct a left turn improvement at SR29 and Georgia.	1	SOL	\$ 25.0	\$ 3.0	\$ 22.0	\$ 4,155.0
	Geometric Improvements	Highway 12 - Napa/Leveroni Road Roundabout	3,4	SON	\$ 900.0	\$ 100.0	\$ 800.0	\$ 4,955.0
	Geometric Improvements	Signal, channelization, and RR Xing upgrade at Hwy 12/121/8th Street East	3,4	SON	\$ 400.0	\$ 100.0	\$ 300.0	\$ 5,255.0
	Geometric Improvements	Signal and channelization on Hwy 116/Hwy 121	3,4,10	SON	\$ 750.0	\$ 250.0	\$ 500.0	\$ 5,755.0
	Low Cost Safety Improvements	Multiple Locations	1	NAP	\$ 226.0	\$ 26.0	\$ 200.0	\$ 5,955.0
	Median Improvements	Close median on SR 29 at North Kelly Road (low cost safety improvement)	1	NAP	\$ 170.0	\$ 20.0	\$ 150.0	\$ 6,105.0
	Median Improvements	Median barrier improvements on Highway 12 through Suisun City	1,10	SOL	\$ 300.0	\$ 34.0	\$ 266.0	\$ 6,371.0
	Multimodal Outreach and Info.Services	Solano Commuter Information services	6	SOL	\$ 29.0	\$ 4.0	\$ 25.0	\$ 6,396.0
	New Warranted Signal	Construct a new signal at Highway 12/Hillside/Main	1,10	SOL	\$ 260.0	\$ 131.0	\$ 129.0	\$ 6,525.0

## North Bay East-West Corridor Management Plan Projects

Project Type	Description	Objective Supported	County	Total Project Cost	Local Match Cost	25% STP/CMAQ Cost	Aggregate STP/CMAQ Cost
<b>1st Priority</b>	Pedestrian Improvements	1,7,10	SOL	\$ 80.0	\$ 9.0	\$ 71.0	\$ 6,596.0
	Lighted crosswalks, program of locations along corridor: Route 12/Hillside(Rio Vista), Main Street/ Amtrak Station (Suisun City)						
	Regional bike route signage	1,7	SOL	\$ 50.0	\$ 6.0	\$ 44.0	\$ 6,640.0
	Identify existing class II and III routes						
	Signal Inteconnect	1	NAP	\$ 565.0	\$ 65.0	\$ 500.0	\$ 7,140.0
	Signal connections and upgrades including interconnect on SR 29 from Trancas to Oak Knoll						
	Shoulder Widening	1	NAP	\$ 452.0	\$ 52.0	\$ 400.0	\$ 7,540.0
	Shoulder widening at spots including SR 121 from Old Sonoma to Sonoma County						
TOS	5,8	NAP	\$ 565.0	\$ 65.0	\$ 500.0	\$ 8,040.0	
Low-Scale traffic operations systems on Routes 12, 116, 121 and 12/29							
TOS	5,8	NAP/SOL/SON	\$ 475.0	\$ 55.0	\$ 420.0	\$ 8,460.0	
TOS system on Highway 37 between I-80 and I-101							
Transit Center/P-n-R facility	1,4,7	SOL	\$ 750.0	\$ 86.0	\$ 664.0	\$ 9,124.0	
Move existing transfer facility off street							
Transit Kiosks	6	SOL	\$ 17.0	\$ 2.0	\$ 15.0	\$ 9,139.0	
Transit information electronic kiosks							
<b>TOTAL</b>				<b>\$ 10,862.0</b>	<b>\$ 1,723.0</b>	<b>\$ 9,139.0</b>	

<b>2nd Priority</b>	Bike Improvements	Various locations, including: Top priorities of county and city bicycle plans, Route between Red Top P and R and Cordelia P and R, Red Top Road/SR 12, Emperor Drive, Scandia Road, Sunset Avenue		NAP/SOL			
	Bike/Ped Improvements	Countywide Bike/Ped Education Program		SOL			

# North Bay East-West Corridor Management Plan Projects

Project Type	Description	Objective Supported	County	Total Project Cost	Local Match Cost	25% STP/CMAQ Cost	Aggregate STP/CMAQ Cost
Bike/Ped Improvements	Countywide Neighborhood Traffic Safety Program		SOL				
Geometric Improvments	Various locations, including: Turn lanes at to facilitate safer ingress and egress of heavy vehicles on the highways from adjacent agricultural properties, Two-way left turn lane east of Schellville on Rte. 121		NAP/SON				
Geometric/Interchange Improvements	Improvements at various locations, including: Rtes. 12/29, 12/29/121, SR 116/Adobe, Mare Island access areas		NAP/SOL/SON				
Geometric Improvements/New Signal	Various locations, including: Reconstruction and signal at Rte. 37/121 intersection, Intersection realignment/possible traffic signal at Rtes. 121/12, traffic signal at SR 121/12 and Old Sonoma Road including extending left turn storage		NAP/SON				
Low cost Safety Improvments	Various locations, including: Agricultural pullouts at selected locations, Flashing beacon lights at SR 37/Lakeville intersection, Pullouts for trail access and wildlife viewing along SR 37		NAP/SOL/SON				
Low cost Safety Improvments	Various locations in including restripe left turn lanes, edgeline striping, guardrails, shoulder improvments, and signal modification		SOL				
Park and Ride Lots	Various locations, including: 37/29 Interchange location, expansion and formalization of existing park & ride at SR 12/Stanley Lane, upstream or downstream from SR 12/29 junction		NAP/SOL/SON				
Park and Ride Lots	Improve safety at existing lots		NAP/SOL/SON				

2nd Priority

PAGE 78

# North Bay East-West Corridor Management Plan Projects

	Project Type	Description	Objective Supported	County	Total Project Cost	Local Match Cost	25% STP/CMAQ Cost	Aggregate STP/CMAQ Cost
<b>2nd Priority</b>	Pedestrian Improvements	Lighted Crosswalks, Phase II locations		SOL				
	Pedestrian Improvements	Various locations in "Downtown" areas		SOL				
	Safety Improvements	Drainage improvements at Schellville on Rte. 121		SON				
	Transit Cutouts/Pullouts	Improve transti stops at various locations		SOL				
	Transit Marketing	SolanoLinks Marketing Program		SOL				



November 11, 1998  
Agenda Item 8.3



DATE: November 4, 1998  
TO: STA Board  
FROM: Matt Todd  
RE: Letter of Support for Caltrans Highway 12 Statewide Planning Grant

Caltrans District 4 has submitted an application for State Planning and Research (SPR) funding to conduct a Route 12 Interregional Corridor Study. The District 4 Planning Office submitted a request for \$110,000 in funding to conduct this study. The study would be in partnership with the STA, Caltrans District 4 and 10, MTC, San Joaquin Council of Governments, and all the other jurisdictions in the corridor between I-80 and I-5.

State Route 12 is an important interregional route connecting the northern Bay Area with the Central Valley and has been identified by the STA Board as a priority project. This study would conduct a process that would reach a consensus on a recommended action plan for developing the Highway 12 corridor. This study would also position projects recommended out of the study for future cycles of the Caltrans Interregional Improvement Program funding.

Caltrans staff informed STA staff that a decision would be made by mid November. Based on this information, STA staff sent a letter of support based on Highway 12 being a Priority Project of the STA Board. Solano County staff has also sent a letter of support (both attached).

We have not been notified of a decision and recommend an additional letter of support from the Board.

Recommendation

Authorize the Chairman to submit a letter of support for the Caltrans SPR funding request for the Route 12 Interregional Corridor Study.



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707

422-6491 ♦ Fax 438-0656

October 28, 1998

*Members:* Allan Hendrix  
Caltrans Deputy Director-Planning  
P.O. Box 942874  
Sacramento, CA 94274-0001

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

Martin Tuttle  
Executive Director

**RE: State Planning and Research Funds for the Route 12 Interregional Corridor Study**

Dear Mr. Hendrix:

I am writing to encourage you to support the application for State Planning and Research (SPR) funding for the Route 12 Interregional Corridor Study. The District 4 Planning Office submitted a request for \$110,000 in funding to conduct this important study. The study would be in partnership with the Solano Transportation Authority (STA), Caltrans District 10, the Metropolitan Transportation Commission, San Joaquin Council of Governments, city of Rio Vista and Suisun City, Solano County, the CHP, and other interested parties.

State Route 12 is an important interregional route connecting the Bay Area with the Central Valley. Route 12 also serves an important role in Solano County and has been previously identified as a safety concern. The study as proposed would be conducted in partnership with numerous agencies, would identify transportation problems, define the problem, analyze solutions, conduct public outreach and reach a consensus on a recommended action plan for developing this important transportation facility. This study could lead to carefully evaluated projects to be proposed for inclusion in our region's RTP and developed into proposals for funding in the RTP and/or the Interregional Improvement Program. Through this open and collaborative process we can develop an action plan that meets California's interregional movement needs and is sensitive to local needs and concerns as well.

Thank you for your consideration. Please call me or Matt Todd at 707-438-0655 with any questions or comments.

Sincerely,

Martin Tuttle  
Executive Director

cc: Bonnie Braxton, Transportation Planning Program  
Jim Sperring, Chairman, Metropolitan Transportation Commission  
Mayor, Suisun City  
Harry Yahata, Director, Caltrans District 4  
Steve Yokoi, Transportation Planning, Caltrans District 4

**SOLANO COUNTY  
TRANSPORTATION DEPARTMENT**

333 Sunset Avenue, Suite 230  
Suisun City, California 94585

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



**John Gray, Director**

Lonnie Baldwin  
Administration  
(707) 421-6064

Paul Wiese  
Engineering  
(707) 421-6072

Eben Stevens, Operations  
(707) 421-6055

October 30, 1998

Allan Hendrix  
Caltrans Deputy Director-Planning  
P.O. Box 942874  
Sacramento, CA 94274-0001

Dear Mr. Hendrix:

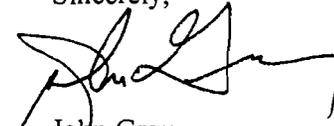
Caltrans District 4 has submitted a request for \$110,000 in State Planning and Research funding for the Route 12 Interregional Corridor Study. This study would be done in partnership with the Solano Transportation Authority, Solano County, the cities of Rio Vista and Suisun City, Caltrans District 10, the CHP, MTC, and the San Joaquin Council of Governments. I want to encourage you to support that application.

State Route 12 is an important interregional route connecting the northern Bay Area with the Central Valley. It is also an important route for traffic within Solano County. Local agencies have long been interested in improvements to Route 12 and have contributed local funds for several projects including the realignment around the City of Fairfield, the recent improvements through Suisun City and near Rio Vista and the construction of the railroad overhead at Denverton.

The proposed study would be very helpful in developing an action plan to deal with the many problems that remain on this important transportation facility.

If you have any questions or comments-please call me.

Sincerely,



John Gray  
Director

c: Jim Spring, Chairman, Metropolitan Transportation Commission  
Harry Yahata, Director Caltrans District 4  
Bill Carroll, Chairman, Solano County Board of Supervisors  
Martin Tuttle, Executive Director, Solano Transportation Commission ✓

November 11, 1998

Allan Hendrix  
Caltrans Deputy Director-Planning  
P.O. Box 942874  
Sacramento, CA 94274-0001

**RE: State Planning and Research Funds for the Route 12 Interregional Corridor Study**

Dear Mr. Hendrix:

Caltrans District 4 has submitted a request for \$110,000 in State Planning and Research (SPR) funding for the Route 12 Interregional Corridor Study. The study would be in partnership with the Solano Transportation Authority (STA), Caltrans District 10, the Metropolitan Transportation Commission, San Joaquin Council of Governments, city of Rio Vista and Suisun City, Solano County, the CHP, and other interested parties. I want to encourage you to support this application.

State Route 12 is an important interregional route connecting the Bay Area with the Central Valley. Route 12 is an important corridor in Solano County and has been identified by the STA Board as a priority project the last three years.

The study as proposed would be conducted in partnership with numerous agencies, would identify and define the problems, analyze solutions, conduct public outreach and reach a consensus on a recommended action plan for developing this important transportation facility. Through this open and collaborative process we can develop an action plan that meets California's interregional movement needs and is sensitive to local needs and concerns as well.

Thank you for your consideration. Please call me or Martin Tuttle at 707-422-6491 with any questions or comments.

Sincerely,

Don Erickson  
STA Chairman

cc: Bonnie Braxton, Transportation Planning Program  
Jim Spering, Chairman, Metropolitan Transportation Commission  
Mayor, Suisun City  
Harry Yahata, Director, Caltrans District 4  
Steve Yokoi, Transportation Planning, Caltrans District 4

November 11, 1998  
Agenda Item 8.4



DATE: November 2, 1998  
TO: STA Board  
FROM: Martin Tuttle  
RE: Transfer of Solano Commuter Information (SCI) agency to STA

As part of their FY 98/9 budget, the Solano County Board of Supervisors adopted County staff's recommendation that Solano Commuter Information (SCI) agency be transferred from the County Transportation Department to the STA.

With a staff of five, SCI provides public information and implements special projects to promote the use of alternative transportation. County staff is recommending that the agency be transferred to the STA because their function is "more directly related to the Solano Transportation Authority than to the County Transportation Department." (see attached budget summary).

The STA's Executive Committee has discussed the proposed transfer in general terms. They would like to pursue the transfer based on the approach outlined in the attached Strategic Plan (draft) prepared by STA staff.

The Executive Committee agrees with county staff that the goals and objectives of SCI are more in line with the STA's mission than of the county's Transportation Department. If properly implemented, the proposed transfer should result in greater efficiencies in the delivery of services among the two agencies. The Strategic Plan proposes additional responsibilities for SCI that we think can be delivered within their existing budget.

Several details, such as new employee job descriptions and office space, will obviously need to be addressed prior to the transfer. If advanced by the Board of Supervisors, terms of the transfer will be brought back to the STA Board for approval.

The Board of Supervisors is expected to review this issue on December 8. Staff recommends that the STA Board express its general support of the transfer.

Recommendation

Support the concept of transferring Solano Commuter Information (SCI) to the STA.

Attachments



John Gray, Director of Transportation

### Goals and Objectives for FY98/99

- Generate 4,200 carpool/vanpool matchlists for Solano commuters.
- Distribute 27,000 transit schedules to individuals.
- Provide commuter assistance to 5,500 individuals.
- Form 30 vanpools and complete 1,700 vanpool assists.
- Plan and implement county-wide Rideshare Week and Bike-to-Work campaigns.
- Maintain program funding.

### Workload Indicators

- Number of commuters receiving carpool/vanpool matchlists.
- Number of commuters placed in commute alternative.
- Number of transit schedules distributed.
- Number of vanpool assists.
- Number of commuters assisted with alternative transportation needs.

### Departmental Budget Request

The Department's Requested Budget represents an overall decrease of (\$34,169) or (5.6%), in expenditures and a decrease of (\$109,169), or (18%) in revenues when compared to FY97/98 Final Budget. The Fund Balance covers the

difference. The entire budget is funded from outside sources and no General Fund funding is requested.

### County Administrator's Recommendation

The Proposed Budget reflects a reduction of (\$73,449) in expenditures, or (12%), and a reduction of (\$109,169), or (18%), in revenues when compared to the FY97/98 Final Budget. \$35,720 from reserves will be utilized as a Means of Financing for the District.

### Pending Issues and Policy Considerations

County staff have been in the process of studying the possible reconfiguration of services and functions related to land use and development issues. As an offshoot of the study, it is recommended that the Solano Commuter Information Program (Ridesharing) be transferred to the Solano Transportation Authority (STA). When the STA became an independent agency this function was not transferred to the Authority, even though it is clearly more a function of the Authority than of the county Transportation Department. Discussions have been conducted with the STA, and it is amenable to absorbing the program. If the Board approves the recommendation, staff will work with the STA to transfer the program by Mid-Year.

### Department Head Concurrence or Appeal

The Department Head concurs with the Proposed Budget.

## Draft

# Strategic Plan for Solano Commuter Information

In June, as part of the Solano County Transportation Department budget, the Board of Supervisors adopted the following statement regarding Solano Commuter Information (SCI):

[SCI]...“is clearly more a function of the Authority than of the county Transportation Department. Discussions have been conducted with the STA, and it is amenable to absorbing the program. If the Board approves the recommendation, staff will work with the STA to transfer the program by Mid-Year.”

The following “Strategic Plan” is the STA’s preliminary response.

### Changing Role

SCI was formed by the Solano County Transportation Department in 1979 in response to the energy crisis. It evolved into a full service rideshare agency during the 1980's to assist with formation of carpools and vanpools. More recently, it took on additional responsibilities related to mandatory trip reduction and “Spare the Air” programs for the two air districts that represent Solano County.

### Current Tasks

In addition to their regular role of performing rideshare services, outreach to employers, and holding special events, SCI has recently taken on some of the marketing tasks for the countywide SolanoLinks program, and the I-80/24 and I-80/680 corridors.

They also have designed a guaranteed return trip program for implementation in 1998-99.

### Budget

The operational budget for SCI is funded primarily with approximately \$300,000 of state transportation and regional air quality funds administered annually through the Metropolitan Transportation Commission (MTC). No County general fund dollars have been used for the program. SCI has six authorized positions and currently has five full-time staff members. In addition, they have been receiving approximately \$75,000 of local clean air funds each year from the STA primarily to continue their voluntary trip reduction and transit (SolanoLinks) programs. Special grants from Caltrans for the I-80 and I-680 construction mitigation programs to promote alternative modes will be ending in the next year.

Approximately \$211,000 of cumulated revenue from the Transportation Fund for Clean Air is currently programmed to SCI through FY 99 and has not been spent yet. STA is the program manager for those funds. Information on their total existing fund balance has not been made available.

### **Additional Responsibilities under the STA**

In addition to maintaining its existing rideshare responsibilities, special events, and clean air functions, the following additional responsibilities are proposed:

- Serve as the communications and public relations arm of the STA. Prepare press releases, monthly newsletter and annual report. Provide regular transportation status reports to the general public, particularly for construction projects affecting travel on major thoroughfares (such as the Red Top Road slide area along I-80, Highway 12 improvements, Carquinez and Benicia-Martinez bridge projects).
- Plan, budget, coordinate, and implement the SolanoLinks transit information and marketing program with the Intercity Transit Consortium. Administer marketing contracts and media buys.
- Maintain routine updates to the *www.SolanoLinks.com* web site and respond to general e-mail inquiries from the public. Create and maintain a 24 hour transit and rideshare information answering service using a Solano-oriented, toll free, 800-817-1717 phone number as used throughout the rest of the Bay Area.
- Implement the proposed guaranteed return trip program.
- Provide support staff to the Transit Consortium, Technical Advisory Committee, Bicycle Advisory Committee, and Paratransit Coordinating Council. Provide periodic program updates to the STA Board.
- Research, monitor, and apply for special grants from the air districts for alternative fuel projects such as electric vehicles and recharging facilities for city and county fleets, CNG fueled transit vehicles, and related infrastructure.
- Develop long term funding sources.

### **Next Steps**

If the Board of Supervisors and STA Board approve the recommendations, a financial analysis and salary survey would be performed by the STA prior to the transfer. The transferred positions would be advertised and existing SCI staff would be encouraged to apply. The salaries and benefits would reflect the additional job responsibilities. Discussions with the County employees association representative (SAGE), concerning the representation of SCI's staff, would occur.

The target date for the transfer is January 1, 1999.





DATE: November 4 1998  
TO: STA Board  
FROM: Michelle Morris Brubaker  
RE: Reliever Route Corridor Plan Update

On October 14, the first public workshop on the I-80 Reliever Route Corridor Concept Plan was held at Vanden High School. There were about 50 persons in attendance and many good ideas were exchanged. Our consultants, Moore, Iacofano and Goltsman (MIG), have finished their Phase 1 study report, which is attached.

The STA staff has also submitted a draft request to MTC for funding from the Transportation for Livable Communities (TLC) program for Phase 2 of the project. The second phase will focus more on functional and design matters for the entire corridor. The draft scope of work is attached. Project development funding has been set aside (\$15,000) in the 98/99 budget to match \$30,000 in TLC program funds.

A policy issue that surfaced at the Reliever Route Working Group meeting for the STP Board to consider is highlighted in Section 3.3 of the Phase 2 work scope. Planning staff from Fairfield and Vacaville propose language which would require that open space acquisition options in the corridor be consistent with appropriate general plans (see "optional language" in Phase 2 work scope outline). STA staff is concerned that including this optional language would unnecessarily limit opportunities that may arise from the study. The Working Group agreed to leave the issue to the STA Board to consider.

This scope of work will also be sent to the MTC Advisory Council as part of the funding application process. The MTC Advisory Council is composed of representatives from nine interest categories – academia, business, community, environmental, labor, transportation users, freight, minority and elderly and disabled.

Staff recommends for the Board to proceed with Phase 2 of the study. After MTC has reviewed the application, the Phase 2 scope of work will be brought back to the board for final approval.

#### Recommendation

Authorize staff to circulate the Phase 2 draft scope of work for comment and provide any input and direction (including direction on the optional language) to staff on the proposed Phase 2 process.

**Preliminary Scope of Work for Phase II of the I-80 Reliever Route  
Corridor Concept Plan - DRAFT**

The following scope of work pertains to the I-80 Reliever Route corridor concept plan. A map of the proposed Reliever Route is shown in Attachment A and the plan will be guided by the goal statement in Attachment B.

**1.0: Project Start-Up and Management**

This set of tasks involves initial meetings with staff and consultants, background research, finalizing the contract, work scope and schedule and management of the project throughout.

- 1.1 Start-up meeting with STA staff and consultants.
- 1.2 Prepare final work scope and contract and project schedule, including a graphic work flow chart for use throughout the process.
- 1.3 Attend up to two I-80 Reliever Route Working Group meetings to provide an update on the project's progress.
- 1.4 Management of the project throughout the contract.

Deliverables: Graphic schedule, revised scope/contract

Estimated Cost: \$5,000

**2.0: Public Meeting Facilitation and Participation**

This set of tasks includes all the interactions with the public, as well as final meetings and hearings on the I-80 Reliever Route corridor concept plan. The consultant Moore Iacofano Goltsman, Inc. (MIG) recognizes the need to be flexible and responsive during the public process and can modify the type and structure of public meetings accordingly. At all meetings, MIG would be responsible for design and preparation of the meeting, facilitating the meeting including any special materials, graphically recording the meeting and preparing a written summary of key points.

- 2.1 Design and conduct one initial public "brainstorming" session to help develop the concept alternatives. A two-hour site bus tour could precede the workshop. MIG would facilitate the presentations/discussion on the bus along the route, taking advantage of the knowledge of the bus tour participants.
- 2.2 Design and conduct two additional workshops. The first is likely to focus on evaluation and selecting an alternative. The second workshop would focus on details of the concept plan.
- 2.3 Conduct up to four neighborhood-level meetings to look at the corridor in more detail with one or several neighborhoods or special interest groups.
- 2.4 Conduct one meeting with developers in the corridor to discuss opportunities to link development to the corridor plan.
- 2.5 Attend up to two STA Board hearings to present and discuss the concept plan.

Deliverables: Workshop graphic records, meeting notes

Estimated Cost: \$10,000

### **3.0: Baseline Resources Mapping and Analysis**

This set of tasks involves the baseline resource mapping needed to establish various constraints and opportunities along the corridor. Also included in this task is an analysis of the adopted general plans (and any specific plans) along the corridor and their implications for transportation strategies.

- 3.1 Draw a working map showing the adopted general plans of Fairfield, Vacaville, Suisun City and Solano County. Analyze the land use policies of each jurisdiction and recommend appropriate transportation strategies and/or land use relationships.
- 3.2 Prepare a visual analysis and visual map of the corridor noting positive and negative viewpoints and view corridors and features that may lend themselves to interpretation or highlighting.
- 3.3 Meet with city, County and Solano Open Space Foundation representatives to review open space acquisition options in the corridor [**OPTIONAL LANGUAGE: consistent with appropriate general plans**]. Review land ownership and parcel maps. Develop open space acquisition strategy.
- 3.4 Relying on a habitat/ biological resources map and assessment prepared by others, overlay the significant resource opportunities and constraints from Tasks 3.1, 3.2, 3.3 and 3.4 on the draft Plan to assess landscape, bikeway and other opportunities.
- 3.5 Prepare a working map showing planned and potential bike, pedestrian, transit and other transportation connections at key locations along the corridor.

Deliverables: Working maps of land use, visual opportunities, open spaces and transportation connections

Estimated Cost: \$10,000

### **4.0: Development and Evaluation of Concept Alternatives**

This set of tasks involves preparation of several concept plan alternatives based on the public process and resource mapping and developing a method for selecting a preferred concept plan.

- 4.1 Prepare two concept alternatives for the corridor with appropriate graphics to illustrate the concepts at a public meeting.
- 4.2 Prepare a concise working paper describing criteria for evaluating the alternatives and applying the criteria to the two plans.
- 4.3 Identify 5-10 potential specific projects and amenities along the corridor consistent with the preferred corridor concept alternative. Prepare a sheet on each proposed project that would include a project description, preliminary cost estimate and design illustration. The project information could be used to apply for funding for these specific projects.
- 4.4 Develop landscape concepts and strategy to provide route identity. The route concept needs to be easily recognizable for the first time or occasional users, and clearly identify the route with signs and a consistent visual appearance. The

landscape concept would include cross sections and/or conceptual plans for different areas along the route.

- 4.5 Following public input, refine and add detail to the preferred concept plan for use in the final report and at public presentations. The concept plan will include a landscape concept, bikeway plan, potential specific projects, linkages to adjacent land use and transportation systems, open space and habitat opportunities.

Deliverables: Two alternative concept plans, paper on evaluation criteria and selection.

Estimated Cost: \$10,000

### **5.0: Preparation of Concept Plan and Documentation**

This set of tasks involves preparing final graphics and illustrations of the preferred concept Plan and preparing a draft and final report for STA staff and Board. The report is intended to be user-friendly, well illustrated and relatively concise so it can become an information piece for distribution and seeking funding. The report will include a section documenting the public process, as well as other sections noted below.

- 5.1 Prepare draft concept plan report including the following: executive summary, introduction, resource analysis, concept plan with appropriate illustrations and public process.
- 5.2 Following public, City Councils, County Board of Supervisors, STA staff and STA Board initial review, refine the draft report into a final document. The consultant will provide STA with 15 bound copies of the final document and one loose-leaf copy suitable for duplication.

Deliverables: Draft and Final Report, Final Concept Plan

Estimated Cost: \$10,000

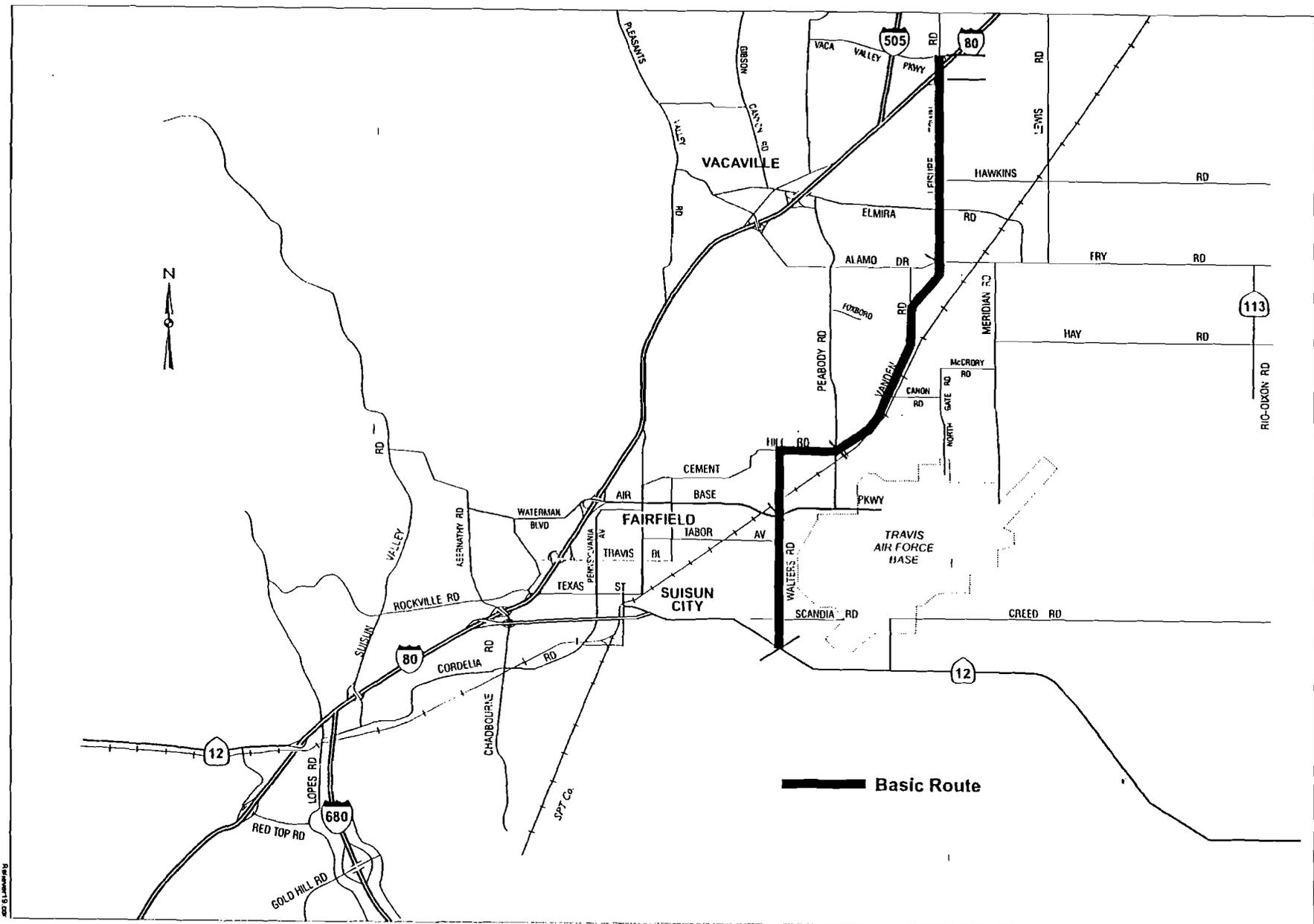
Total Project Cost \$45,000

#### **Proposed funding**

STA project development funds: \$ 15,000

TLC program grant: \$ 30,000

TOTAL \$ 45,000



I-80 RELIEVER ROUTE IMPLEMENTATION

**ATTACHMENT A  
I-80 RELIEVER ROUTE SEGMENTS**

**ATTACHMENT B**  
**I-80 Reliever Route Concept Plan**  
**Working Goal Statement**

The I-80 Reliever Route, Phase I should be an innovative four-lane parkway between I-80 at Vacaville and Highway 12 at Suisun City. It will provide local motorists with a convenient alternative to congested I-80 and enhance multi-modal transit options and quality of life as a result of local agencies implementing complementary land-uses along the corridor.

The Reliever Route Land-use/Transportation Concept Plan will provide for a dynamic freeway alternative in central Solano that emphasizes multi-jurisdictional cooperation and community involvement on land-use/transportation strategies.

Land-use/transportation strategies for the project include the integration of future commuter rail, bus, park-and-ride and bicycle/pedestrian facilities where urban development is planned. Strategic open space acquisitions will be used to preserve the rural environment of the unincorporated portion of the corridor, and landscape improvements will enhance the unique aesthetics of the parkway.

This project will promote the continued vitality of Travis AFB, Fairfield, Suisun City, Vacaville and Solano County, and the emerging business parks in the corridor by upgrading and linking the narrow and unsafe local roads that now provide access to these job centers and adjacent neighborhoods.

(7/30/98 version)

Solano Transportation Authority

**I-80 Reliever Route:  
Land Use / Transportation Study Phase I**

November 1998

MIG, Inc.

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### APPENDICES

- A. Fact Sheet
- B. Agenda and Comment Sheet from Public Workshops
- C. Notes from Stakeholder Interviews

## **SECTION I. INTRODUCTION**

### **A. BACKGROUND**

The Solano Transportation Authority (STA) in cooperation with local jurisdictions has been planning for the I-80 Reliever Route for a number of years. The Reliever Route is designed to provide a continuous parkway from the State Route 12/Walters Road intersection in Suisun City to the I-80/Leisure Town Road interchange in Vacaville. The primary purpose of the Reliever Route is to offer a convenient alternative to I-80 for predominantly local traffic to relieve congestion on I-80 between the various Solano County communities. The project utilizes existing roadways and roadway extensions that encompass the cities of Suisun City, Fairfield and Vacaville and the County of Solano.

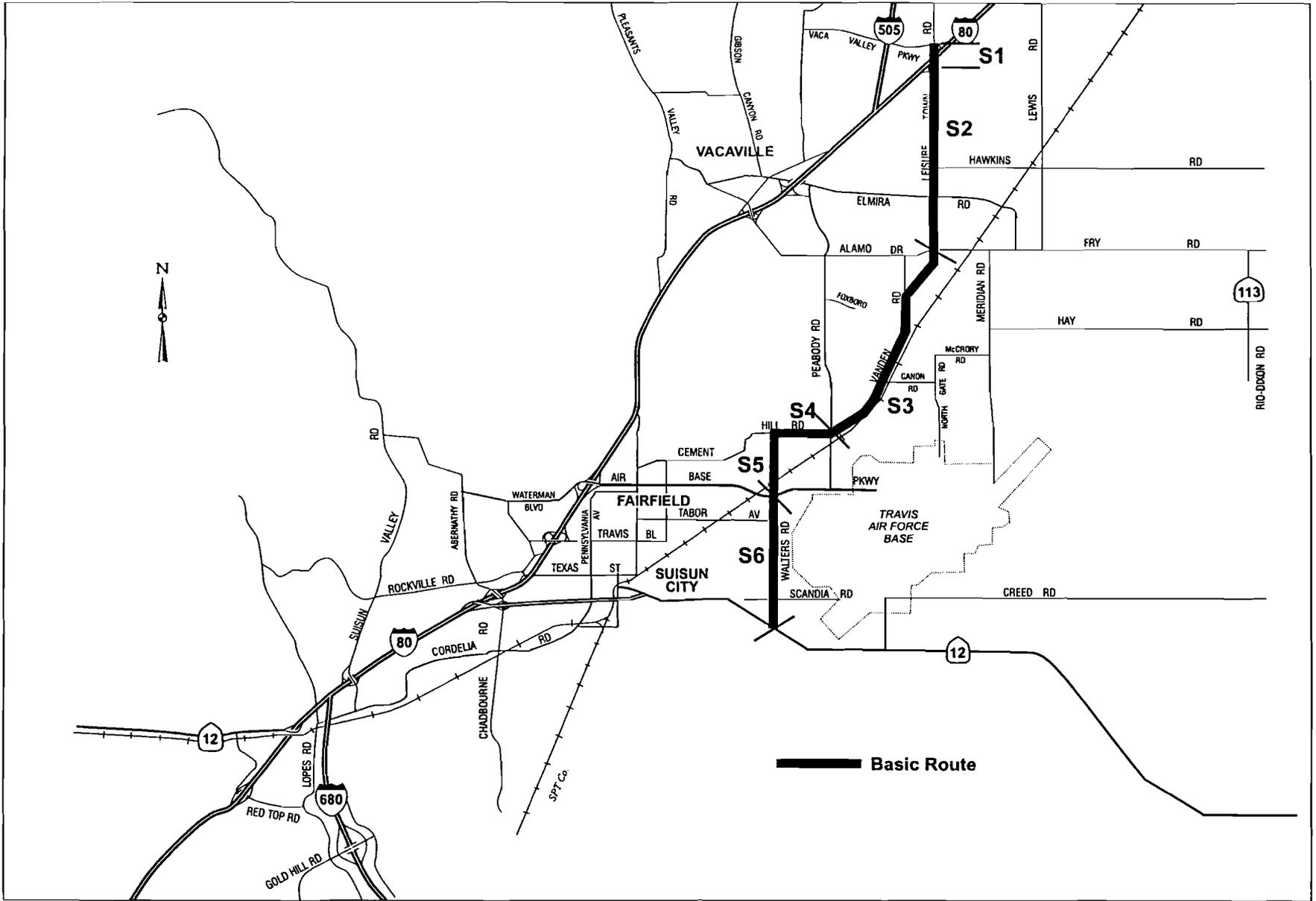
The project involves the cooperative efforts of each of the local jurisdictions, the STA, the Metropolitan Transportation Commission, Caltrans and other related agencies. The project is expected to cost \$74 million (in 1998 dollars) and be phased over time. Approximately two-thirds of the funding has been secured. Figures 1 and 2 show the location of the route, the affected roadway segments and the planned improvements. A fact sheet about the project is included in Appendix A.

### **B. PURPOSE OF THE LAND USE/TRANSPORTATION STUDY**

This study grew out of the community discussion over the I-80 Reliever Route. Questions were raised by the public and by the various jurisdictions regarding possible land use and neighborhood impacts of the parkway, potential for alternative transportation and bikeway connections, opportunities for landscape and aesthetic treatment and potential to use the project to enhance land use planning, open space and habitat protection along the route. This report documents the initial outreach phase of the Land Use/Transportation Study. The study was funded by a grant from MTC's Transportation for Livable Communities Program.

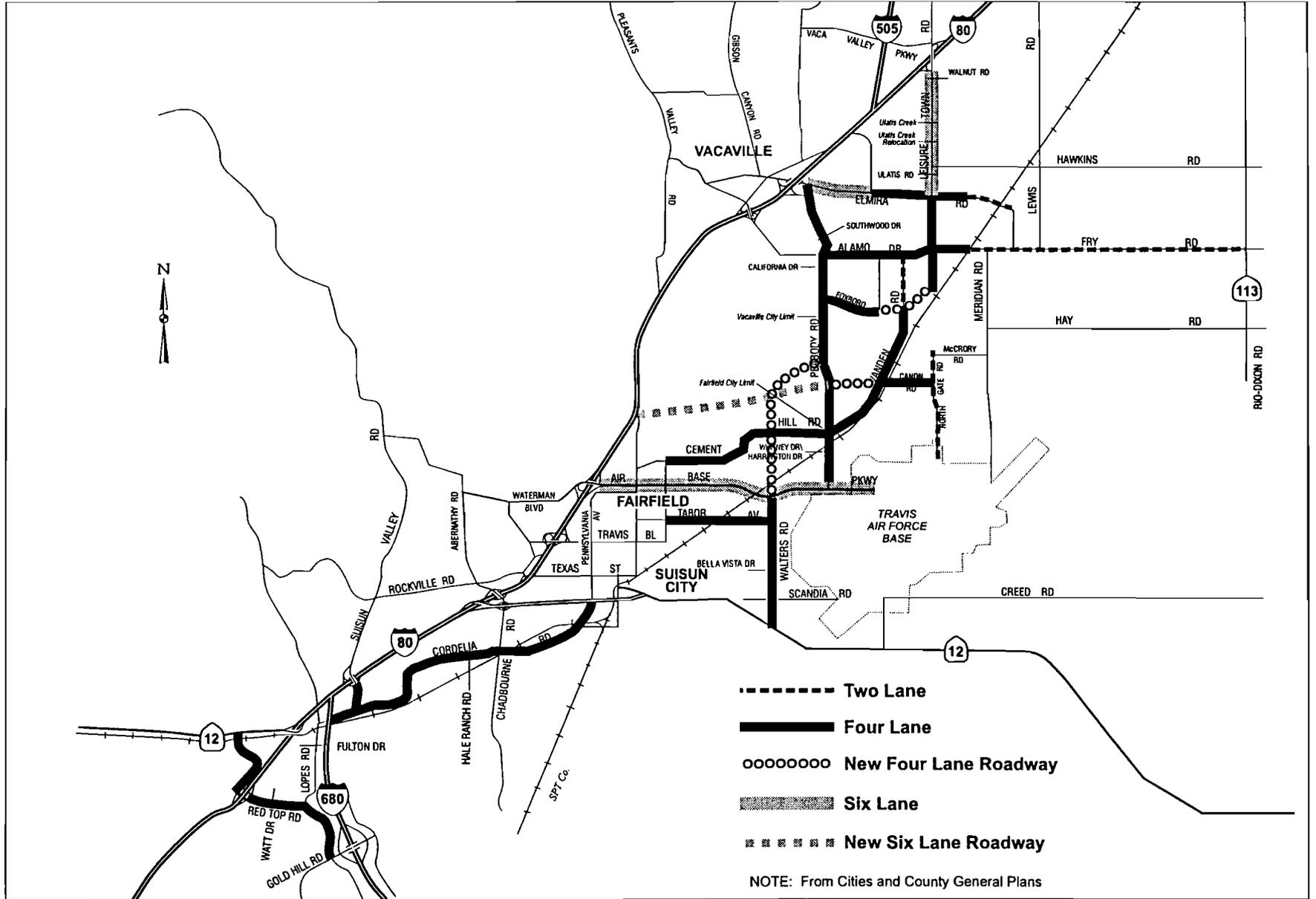
The preliminary phase is intended to do the following:

- Convene and facilitate a dialogue between the stakeholders of the project including developers, neighborhood groups, environmentalists, staff from STA, the cities, the County and MTC, community representatives and others. Determine if there is interest in developing a "corridor" plan that explores land use, landscape and bicycle improvements, transit-related improvements, open space protection and related features into the parkway.
- Identify the issues and concerns of the stakeholders and develop a working set of guidelines to use in developing the corridor concept plan further in Phase II of the study.



I-80 RELIEVER ROUTE IMPLEMENTATION

### I-80 RELIEVER ROUTE SEGMENTS



I-80 RELIEVER ROUTE IMPLEMENTATION PLAN

**PLANNED ROADWAY NETWORK**

## **C. METHODS USED**

A series of meetings were held during the late summer and early fall of 1998. Meetings were held with the STA Board Sub-Committee for the Reliever Route to identify and discuss their issues and concerns and begin to generate guidelines for the land use/transportation strategies for the project. Following those initial meetings, a series of one-on-one interviews were conducted with key stakeholders representing various viewpoints including the chambers of commerce of each of the cities and the County, environmental groups, city and County planning representatives, elected officials and local development interests. The results of these interviews are summarized in Appendix C of this report. In addition, issues of land use, landscape improvements and transportation strategies have been discussed at several regular meetings of the I-80 Reliever Route Technical Committee, made up of representatives of the planning and public works departments of the city and County, STA staff and others.

Following the interviews and focused meetings, a broad community workshop was held on October 14, 1998 to identify concerns and questions and solicit ideas about land use, open space, landscaping, bicycle travel and related topics from the community. A wall graphic was produced at that meeting and individual comment sheets were collected. Nearly 50 people attended the workshop representing neighborhoods, agencies and many diverse interests in the area. All of this public and agency information and ideas have been incorporated into this summary report.

## SECTION II. RESULTS OF THE PHASE I PUBLIC PROCESS

### A. COMMUNITY AND FOCUSED WORKSHOPS

The text that follows summarizes key discussion points raised in the community-wide workshop and overall conclusions and impressions. Also included in this summary are several suggestions and issues that emerged primarily from the earlier focused group discussions and the written comment sheets.

The results of the October 14<sup>th</sup> community workshop are illustrated on the reduced wall graphic in Figure 3 on the following page. The community workshop began with a presentation on the status of the Reliever Route and why the land use/transportation study is important. Presenters emphasized the need to link land use and alternative transportation decisions with future roadway planning. Participants then discussed some of their general impressions of the project and began raising questions and issues and indicating their opinions of the project.

A number of participants indicated why the Reliever Route is needed and the benefits it offers. These include correcting existing safety and traffic capacity problems, addressing the increasing congestion on I-80, providing a convenient and attractive alternative for local travelers and improving the recreational and open space potential of the corridor.

While the majority of participants seemed to favor the project generally, there were a number of people who do not want the project to go forward or have concerns about specific aspects of the project or a particular segment of the roadway. The primary issues of concern fall into the following categories:

- **Growth-Inducing Potential:** Participants were concerned that the roadway may stimulate unwanted residential and commercial growth at the periphery of Fairfield and Vacaville. This growth could have environmental and traffic impacts, result in loss of open space and habitat and possibly threaten the long-term viability of Travis Air Force Base.
- **Direct Environmental Impact:** Some participants raised concerns that the roadway construction itself could impact habitat, drainage and other natural resources.
- **Neighborhood Impact:** Specific segments of the roadway will affect established neighborhoods with noise impacts, safety hazards, inconvenience in getting out of driveways and adjacent neighborhoods, and air quality impacts.
- **Traffic Analysis:** Participants were concerned that local and regional traffic patterns be studied very carefully and transit use and potential connections incorporated into project design. The project should alleviate local traffic congestion, but not add regional traffic into local areas.



**STA** "I-80 RELIEVER"  
 DEALING W/ EXISTING TRAFFIC  
 A NEW NAME? (VIA PAIRED  
 GREENBELT WAY) SEANIC BYPASS  
 SEANIC PARKWAY  
 WORK W/ EXISTING NEIGHBORHOOD PROTECTIONS

WHAT ARE WAYS PROJECT CAN ADDRESS COMMUNITY CONCERNS?  
 DIRECT GROWTH + PROTECT TRANSITS ETC...  
 MAKE TELEBARRIERS  
 RAY FOR MITIGATIONS WALLS  
 ADDRESS NEIGHBORS SENIOR COMMUNITY  
 "FLOW THE TRAFFIC" SOLANO COUNTY  
 SPEED FRUITAGE RDS  
 ACCESS CONTRACT DISTANCE BETWEEN  
 CAR PATROL REQUIREMENT!!  
 TRUCKS CAPACITY GUIDELINES/ LIMITS  
 BALANCE VARIOUS IMPACTS OF GROWTH CUT OFF RESIDENTS WALLS CNTYS

SOLUTIONS → I-80 COSTS MORE DEVELOPMENT  
 THIS WILL → ANIMALS  
 WE NEED TO ANALYZE IMPACTS FOR THE WHOLE ROUTE → NOISE & BARRIERS  
 WE NEED TO PROTECT THE JOBS AT TRANSITS AIRPORT → HOUSING GROWTH  
 THIS NEW TRAIN STATION LOCATION DOESN'T MAKE SENSE → PEOPLE WON'T TRAVEL TO NEW LOCAL VACATION NEEDS ONE

WILL THIS INCREASE TRAFFIC FROM OUTSIDE THE COMMUNITY?  
 TRUCKS  
 HOW DO WE CHOOSE WHICH PROJECTS GO  
 WILL THERE BE OVERLAP? BACK BY PENNSYLVANIA

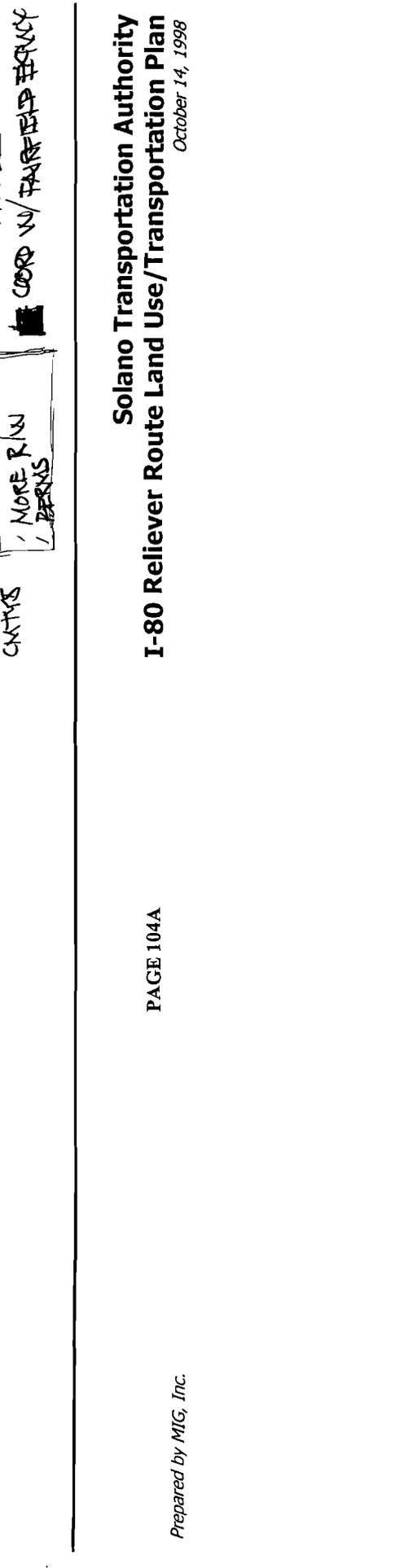
CLARIFY THE PROJECT GOALS INTER-COUNTY? WAS I-80 RELIEVER LOOKED AT  
 CONSIDER SEPARATED BIKE WAYS AVOID AT-GRADE CROSSINGS AT VANDEN & PEABODY  
 WILL THERE BE LOCAL SUBS TAX? MAY 12 IS MORE DANGEROUS  
 REQUIRE IF SEEMS TO PUT A MECHANISM IN PLACE FOR TRANSPO FUNDING  
 TRAFFIC IS ALREADY THERE  
 WILL LOCAL REVENUES FUND LOCAL IMPACTS  
 PROJECT IS NEUTRAL IMPACT TO GREEN BELT  
 COORD W/ FAIRFIELD TRUCKY

CONSIDER BART INSTEAD!  
 USE STATE GAS TAX TO MAKE BART FREE  
 NEED TO STUDY TRIP TRANSIT ORIGIN & DESTINATIONS  
 SUISSON STATION MULTI-MODAL INTER-CITY  
 MORE STA KEEP RELIEVER SUISSON VACAVILLE  
 LOCAL CONTROL HOW DO WE GET AROUND  
 WHAT WILL SPEED LIMITS BE? GET AROUND  
 HARD FOR LOCAL TRAFFIC TO JOIN FLOW  
 TRAFFIC CONTROLS - LIGHTS

REPLACE ANY LOST FARMLAND  
 ADDRESS ACCESS FOR NEIGHBORS SENIOR COMMUNITY  
 "FLOW THE TRAFFIC" SOLANO COUNTY  
 SPEED FRUITAGE RDS  
 ACCESS CONTRACT DISTANCE BETWEEN  
 CAR PATROL REQUIREMENT!!  
 TRUCKS CAPACITY GUIDELINES/ LIMITS  
 BALANCE VARIOUS IMPACTS OF GROWTH CUT OFF RESIDENTS WALLS CNTYS

ALTERNATIVE MEANS OF TRANSPORTATION BIKES  
 PRESENT NEW GROWTH IN UNINCORPORATED LANDSCAPE MORE CHEAPLY THAN WALLS ASSESS POTENTIALS  
 CORRIDOR MANAGEMENT CITIES, COUNTY AGREEING STATE  
 HILL  
 BUILD IN TECH SOLUTIONS SATELLITE SPEED MONITORING  
 SUISSON CITY DANGEROUS

CONSIDER 2 LANES FOR TRANSIT BUS/HOV 3+  
 INTERCHANGE OVERPASSING WALLS & PRANKY  
 SOUND PROOF HOMES SOUND MITIGATIONS  
 THI TEST  
 MORE RIN  
 BERNIS



- **Local Land Use Autonomy:** While few argued against linking land use and transportation decisions, representatives from the local jurisdictions expressed concerns that local land use planning decisions remain in the hands of the cities and County and not be driven by a regional entity such as STA. (Note: These concerns surfaced primarily during the individual interviews and in the focused meetings.)

The second part of the community workshop focused on suggestions for how the project should move forward and what safeguards and guidelines need to be a part of project planning.

- **Neighborhood Impacts:** For each road segment, the local jurisdiction and STA should work closely with adjacent neighborhoods and businesses to ensure that impacts are addressed. This includes noise mitigation, safety coming in and out of driveways and landscaping and visual improvements. In terms of noise mitigation, alternatives to typical sound walls were suggested including broad setbacks with landscaping, potential soundproofing of adjacent residences and technological solutions. Participants suggested that project developers along the parkway contribute to mitigations.
- **Growth and Open Space:** Use the corridor concept to acquire open space and habitat (via easements), and discourage growth in the rural portions of the route. Acquisitions should be concentrated in the identified greenbelt area between Fairfield and Vacaville. Many felt this greenbelt area should be expanded to ensure that the two communities remain distinct. Protection for Travis AFB as a key economic force in the community was viewed as essential. Any direct loss of farmland or habitat from the roadway construction itself needs to be replaced/mitigated.
- **Alternative Transportation:** Consider transportation alternatives including an off-street bike path, connections between planned land uses and proposed transit facilities including the multi-modal station and bus service. (Note: There was considerable discussion about the location of the proposed multi-modal station. Many wanted it closer to Vacaville; some did not believe it was needed; others preferred the current planned location. This study is not looking specifically at the station location.)
- **Corridor Management Strategy:** Manage the parkway in a consistent manner that allows optimal flow of traffic, maintains the road and landscaping in high quality condition and ensures speed and safety enforcement. Participants suggested coordinated CHP enforcement, common design and maintenance criteria for all jurisdictions, common criteria for minimizing driveway cuts and other obstructions, limits on truck traffic and other potential management issues.
- **Roadway Design:** Create a single roadway that is convenient and safe. Avoid bottlenecks by eliminating at grade crossings at Vanden and Peabody and potentially other locations. Use frontage roads if necessary to protect businesses and residences without impeding parkway traffic flow.

- **Desired Amenities:** Of the possible amenities identified, those considered the highest priority are native landscaping, open space and habitat acquisition, directional signage and providing a bike path and secondarily bike lanes. Amenities viewed as moderate in priority include restoration of degraded habitat areas, park and ride lots and providing a rest stop or comfort stations. Amenities rated relatively low include interpretative signage and viewing areas.
- **Corridor Identity:** Provide a continuous parkway that has a single name and a clear and positive identity. Several names have been suggested including the Jepson Parkway, Solano Parkway, Vaca/Fairfield Scenic Bypass and the Greenbelt Parkway.

In addition to these suggestions, participants asked a number of significant questions to be answered as the planning process continues:

- Will this project accommodate mostly local traffic or will it bring in externally generated traffic as a freeway bypass?
- How will the local communities and STA decide which road segments are built first and which ones receive priority?
- What are the speed limits going to be on each segment?
- Will any local tax funds or other local revenues be used for the project?

## **B. STAKEHOLDER INTERVIEWS**

As described earlier, a series of individual interviews were conducted to assess the interest in proceeding with the land use/transportation study and to identify issues in a candid manner. The results of the stakeholder interviews are summarized in Appendix B. Generally, those interviewed believe the land use/transportation plan is a good idea for the Reliever Route and will improve its design and value. Several of those interviewed did not support the overall concept of the Reliever Route, but, if the parkway is to move forward, they want to see the type of amenities and improvements discussed in this study. Generally, the conclusions of the interviews mirror those expressed at the community workshop.

## **SECTION III. WORKING GOALS AND PROJECT GUIDELINES**

### **A. GOALS**

Building from the information generated during the public process, the STA Board Reliever Route Sub-Committee developed a working draft statement of goals and guidelines to direct the Phase II work on the land use/transportation project. The following are the working goals for the project. They are intended to direct and focus further planning efforts. However, they are in draft form and will likely be modified and refined as more public input is gathered and more resource data are available.

- The I-80 Reliever Route should be an innovative four-lane parkway between I-80 at Vacaville and Highway 12 at Suisun City. It will provide local motorists with a convenient alternative to congested I-80 and enhance multi-modal transit opportunities as a result of local agencies implementing complementary land-uses along the corridor.
- The Reliever Route Land-Use/Transportation Concept Plan will provide for a dynamic freeway alternative in central Solano County that emphasizes multi-jurisdictional cooperation and community involvement on land-use/transportation strategies.
- Land-use/transportation strategies for the project include the integration of future commuter rail, bus, park-and-ride and bicycle/pedestrian facilities where urban development is planned.
- Strategic open space acquisitions will be used to preserve the rural environment of the unincorporated portion of the corridor, and landscape improvements will enhance the unique aesthetics of the parkway.
- This project will promote the continued vitality of Travis AFB, Fairfield, Suisun City, Vacaville and Solano County, and the emerging business parks in the corridor by upgrading and linking the narrow and unsafe local roads that now provide access to these job centers and adjacent neighborhoods.

### **B. GUIDELINES**

In addition, the following more specific guidelines are intended to guide the land use/transportation study. These guidelines begin to identify the basic work tasks that are to be part of Phase II of the study.

## **1. Fundamental Roadway Concept**

- The route should be a four-lane continuous parkway serving local traffic between I-80 at Vacaville and Highway 12 at Suisun City.
- The route should minimize driveway cuts, intersections, median breaks and other roadway interruptions (particularly in the rural segments) to ensure maximum efficiency of vehicle travel.

## **2. Multiple Modes of Transportation**

- Design the route as a multi-modal corridor that maximizes opportunities for transit use and alternative travel modes.
- Design the route to ensure safe and comfortable bicycle and pedestrian travel opportunities. Maximize bicycle connections along the route to all existing and planned bicycle facilities in the cities and County. Evaluate on-street and off-street bike facilities and combinations of the two for different route segments. Bicycle use should be thought of as both recreational and daily travel.
- Identify strategic locations for bus transit stops and park and ride/carpooling lots taking into account existing and planned land uses, bicycle and pedestrian routes and destinations.
- Identify an “activity node” or comfort stop for bike and vehicle travel. These may be associated with transit or may be stand-alone. Consider the types and levels of improvement including shade, water, restrooms, landscaping, signage, etc. These could occur, for example, at each end of a central off-street bikeway.
- Analyze the area in and around the proposed multi-modal station to ensure that land uses are appropriate and linkages to future local streets, bicycle and pedestrian facilities are maximized.

## **3. Corridor Identity and Image**

- Establish a clear and consistent identity for the entire route so it is easily recognizable and offers a viable alternative to I-80.
- Create a name, image and signage concept reflecting the unique prairie, agricultural and open landscape of the region.

## **4. Aesthetic Concept**

- Identify the existing natural and human features and landscapes that are unique and attractive along the route. Maximize identification of and views to such features in the design of the parkway. Determine the appropriate visual

environment for each type of road segment including urban, suburban, rural and open space/habitat. Each segment could receive specialized treatment.

- Design a consistent system of linear improvements and destination/point improvements that make this corridor an attractive and inviting route for all travelers. Ideas might include: windrows and hedgerows at strategic locations; parkway landscaping; windmills and tree plantings at rest stops/comfort stations (and possibly fruit or vegetable stands); a rail or train concept; directional signage concept; points of interest signage; and other ideas that set this corridor apart.
- Review the roadside signage policies of each jurisdiction to ensure that future signage along the corridor will be compatible and attractive.
- Review any existing design guidelines for future development along the parkway. Assess whether some measure of consistency on a few key issues (such as setbacks, driveway cuts, landscape minimums, etc.) might be appropriate to recommend to the jurisdictions.
- Consider the viability of an “adopt-a-segment” concept for the route to plant wildflowers or medians or to provide for roadside maintenance.

## **5. Land Use and Development**

- Review the land use plans of Vacaville, Fairfield, Suisun City and Solano County to identify opportunities for linking transportation with appropriate land uses and densities. If jurisdictions are updating or modifying their land use plans in the future, the study could suggest some ideas for land use/transportation compatibility.

## **6. Open Space Concept**

- Identify sites for acquisition of open space (in fee title or conservation easements) that have been designated as desirable by the cities and the County. Use federal, state and local funds as available to protect environmentally sensitive areas and/or greenbelts/buffers between communities and enhance the experience of the corridor.
- Consider the potential for habitat enhancement or restoration using federal or state grant funds at selective locations: grasslands, seasonal wetlands, streams or drainages.

## SECTION IV. NEXT STEPS

The next steps in the planning for the I-80 Reliever Route include three major studies: (1) A plan line engineering analysis to establish specific road lay-out and geometrics at an appropriate level of detail; (2) An Environmental Impact Report and Environmental Impact Statement to assess any project-related impacts and identify mitigation measures; and (3) Completion of Phase II of the Corridor Concept Plan.

The latter two studies will include considerable public interaction and input. The environmental work includes public scoping meetings and hearings on draft and final documents. Phase II of the Corridor Concept Plan will involve a substantial number of meetings with neighborhood groups, the I-80 Reliever Route Working Group and the broader community, as well as hearings before the STA Board.

The following are logical work tasks to incorporate into the Phase II Corridor Concept Plan. These tasks would be conducted with considerable public and agency participation through workshops, focus group meetings and other means as needed.

- (1) Review the land use plans of each of the jurisdictions and various open space protection and acquisition plans;
- (2) Review existing and planned bicycle and pedestrian facilities in relation to the corridor and future land use opportunities;
- (3) Review existing and planned transit routes, stops and capacity including final location of the multi-modal station;
- (4) Identify and map significant views, natural resource features and landmarks along the corridor including significant habitat areas;
- (5) Conduct research on appropriate landscape treatments for the parkway;
- (6) Prepare alternative concepts for landscape, aesthetics, open space and habitat protection and bicycle use for each segment of the parkway;
- (7) Prepare alternative designs for activity nodes; and image/theme studies for the corridor.

These features would be integrated into a preferred Corridor Plan for the parkway to be used to secure funding and improve the overall image and use of the project.

**APPENDIX A**  
**FACT SHEET**

# FACT SHEET

## I-80 RELIEVER ROUTE, PHASE 1 - SOLANO COUNTY

Phase 1 of the I-80 Reliever Route Project in Solano County will provide a continuous four-lane divided roadway from the State Route 12/Walters Road intersection in Suisun City to the I-80/Leisure Town Road interchange in Vacaville. The Phase 1 project runs along Walters Road, an extension of Walters Road to Cement Hill Road, Cement Hill Road from the Walters Road Extension to Peabody Road, Vanden Road to an extension of Leisure Town Road and Leisure Town Road to I-80.

The Phase 1 project spans the jurisdictions of the City of Suisun City, the City of Fairfield, Solano County and the City of Vacaville. The project has been divided into nine segments, as shown on the attached map, for implementation purposes. Funding has been programmed for approximately two-thirds of the project's total cost of \$74 million.

RANK	SEGMENT	AGENCY	TOTAL COST (Millions)	STATE & FEDERAL FUNDING (Millions)	ESTIMATED DATE OF COMPLETION
1	S5 (Vanden Rd. Realignment)	Fairfield/ Solano County	\$4.3	\$3.9	October, 1999
2	S9 (Walters Rd. from E. Tabor Ave. to Bella Vista Dr.)	Suisun City	\$2.5	\$2.35	October, 2000
3	S4 (Vanden Road)	Solano County	\$8.8	\$8.8	October, 2003
4	S7 (Walters Rd. Extension)	Fairfield	\$7.6	\$5.7	October, 2004
5	S1 (Leisure Town Interchange)	Vacaville	\$22.0	\$9.6	March, 2004
6	S8 (Walters Rd. from Air Base Pkwy. To E. Tabor Ave.)	Fairfield	\$1.2	-	-
7	S2 (Leisure Town Road)	Vacaville	\$16.9	-	-
8	S3 (Leisure Town Extension)	Vacaville	\$7.0	-	-
9	S6 (Cement Hill Road)	Fairfield	\$4.0	-	-

**APPENDIX B**  
**AGENDA AND COMMENT SHEET FROM PUBLIC WORKSHOP**



Name \_\_\_\_\_

**I-80 Reliever Route: Land Use and Transportation Strategy**  
**Solano Transportation Authority**  
October 14, 1998

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1a. What is your opinion of the I-80 Reliever Route idea in general?

1b. Explain your primary reasons.

2. As the Solano Transportation Authority analyzes the pros and cons of the project and its potential impacts, what issues and questions do you want to be sure are studied?

3. What landscaping and bike-related amenities should be built along with the roadway?

	High Priority	Moderate Priority	Don't Do It
Native Landscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Path	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Acquisition of Open Space as Community Separator	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Acquisition of Open Space as Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restoration of Damaged Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rest Stop: seating, restroom, drinking fountain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Interpretive Signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Directional Signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Viewing Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other? _____			

4. There are some urban uses along the route (housing, business), but it is mostly farmland or open space. The general plans of Fairfield and Vacaville identify various future uses for the area including housing, light industry and continued open space.

What types of land use strategies should be encouraged along the new roadway?

- |                            |                          |  |                          |
|----------------------------|--------------------------|--|--------------------------|
| Same as currently planned  | <input type="checkbox"/> | More housing                                       | <input type="checkbox"/> |
| More protected open space  | <input type="checkbox"/> | Higher density, mixed use near the transit station | <input type="checkbox"/> |
| More business and industry | <input type="checkbox"/> | Other _____  |                          |

5. What type of future transit connections make sense to you along the I-80 reliever route?

- |                                    | Yes                      | No                       |
|------------------------------------|--------------------------|--------------------------|
| Park and Ride lots                 | <input type="checkbox"/> | <input type="checkbox"/> |
| If so, where? _____                |                          |                          |
| Bus Route                          | <input type="checkbox"/> | <input type="checkbox"/> |
| Would it be used?                  | <input type="checkbox"/> | <input type="checkbox"/> |
| "Multi-modal" Rail and Bus Station | <input type="checkbox"/> | <input type="checkbox"/> |
| Where should it be located? _____  |                          |                          |
| Other _____                        |                          |                          |

6. When you think of the views/landscape of the area, what comes to mind? (more than one can be checked)

- |  |                                    |
|--|------------------------------------|
| <input type="checkbox"/> The Prairie           | <input type="checkbox"/> The Delta |
| <input type="checkbox"/> Farmland              | <input type="checkbox"/> Wetlands  |
| <input type="checkbox"/> Industrial Land       | Other: _____                       |
| <input type="checkbox"/> Travis Air Force Base |                                    |

7. What name would you give the parkway?

8. What other ideas, issues or concerns do you want to suggest to STA?

**APPENDIX C**  
**NOTES FROM STAKEHOLDER INTERVIEWS**

**Solano Transportation Authority:  
I-80 Reliever Route Project**

**Summary Results from the Stakeholder Interviews for the  
Land Use/Transportation Concept**

MIG, Inc.  
August 29, 1998

**INTRODUCTION**

MIG conducted a series of interviews of key individuals regarding the I-80 Reliever Route Land Use/Transportation Concept during August 1998. The purpose of the interviews was to explain the Reliever Route Project, solicit feedback on the overall project, solicit feedback on the land use, landscape and related concepts, obtain a general sense of the positions different groups might take and seek interest in participating in further discussions about the land use/transportation idea. The interviews were conducted informally with generally open-ended questions. However, a basic question guide was used (see Appendix). This memo provides a brief summary of the responses and some thoughts on next steps.

A total of nine interviews were completed with the following individuals:

Gary Tatum, Vacaville Chamber of Commerce  
Greg Werner, City of Vacaville Community Development  
Barry Minowitch, Suisun City Community Development Director  
E.K. Loving, Fairfield and Suisun City Chamber of Commerce  
Sean Quinn and Eve Somjen, City of Fairfield Planning Department  
Harry Englebright, Solano County Environmental Management Department  
Jim DeKloe, Solano County Sierra Club  
Duane Kromm, Solano County Board Member Elect  
Gary Andrews, SEDCORP Member

STA Board sub-committee members were conducting additional interviews of landowners and land developers.

## SUMMARY INTERVIEW RESULTS

The following are summaries of the responses. I use the shorthand term “agency/group” to indicate the agency, jurisdiction or constituent group represented. I use the term “most” to suggest at least seven of the nine respondents felt a certain way. I use the term “several” to suggest two or three respondents out of the nine felt a certain way. I have not tried to gauge the level of importance of some comments as opposed to others, nor have I tried to summarize every comment or idea.

**Knowledge of the Project:** Each of the respondents was familiar with the Reliever Route concept and most knew specific details. A status reports on the current timing and funding of the project would be beneficial to all.

**Overall Position from Agency, Group or Jurisdiction:** Most indicated strong support for the project overall, although certain reservations were expressed as described below. The agencies/jurisdictions have incorporated the preliminary plan into their general plans, capital plans, etc. The County General Plan Land Use and Circulation elements and maps are relatively dated and do not reflect the Reliever Route. Most agencies/groups indicated that their decision-makers have not taken formal positions on the Reliever Route, except specific segments that are moving forward. The cities indicated one of the reasons for their support of the project is to assist in funding and implementing the needed improvements within their jurisdictions, and to keep local impact fees from escalating.

**Concerns About the Overall Project:** The primary concerns expressed were: (1) the project could be growth-inducing; (2) the land use component could challenge the jurisdiction’s adopted general plans; (3) the road itself could impact natural resources, most notably biological resources including migration/movement patterns; (4) if the road becomes heavily used, it could cause added and unplanned for traffic congestion in the cities at each end; (5) concern about continuing to protect prime farm soils in key locations; and (6) several respondents were concerned about an erosion of trust in local processes and felt this process could restore some trust in cooperative relationships.

**Basic Description of the Reliever Route:** Nearly all respondents viewed the road as a “parkway.” Generally, this would mean four lanes, relatively high travel speeds, few obstacles, lights and intersections and a consistent and attractive landscape concept. Even those individuals with concerns over the overall project, felt that if the project moves forward it should be done “right” with adequate road capacity. The City of Vacaville raised the potential of a route modification as it approaches their City.

**Amenities and Features that should be a Part of the Project:** All respondents were in favor of bicycle use. All respondents liked the idea of exploring an off-street bike path were feasible. All respondents were in favor of open space acquisition in locations already designated by the cities and County for open space. Several wanted to see more open space acquisition or purchase of strategic parcels, as well as restoration and

protection of habitats. Several respondents were concerned about the costs of managing and maintaining open space.

All respondents favored landscaping along the parkway, although there were differences in style and type. Several want native drought-tolerant plantings only, several wanted a grassland/prairie look and others wanted a more traditional and more heavily landscaped parkway. Rural themes such as the windmills/hedgerows, etc. were favored in the rural areas. Several respondents wanted to make clear differentiation between urban and rural segments and between the communities. Several respondents were concerned about the on-going maintenance costs of additional landscaping and rest stops. Any amenities should include consensus from the local jurisdictions to enter into maintenance agreements, etc.

There were differences of opinion on the level of land use that the concept plan should address. Several respondents believed the plan should not make recommended changes to local land use plans. Another respondent believed the concept plan should be a complete master plan including land uses. Most agreed that suggestions for future land use are appropriate to be implemented when and if local jurisdictions are updating or changing their respective plans.

Non-commercial signage was generally favored, especially for directional or interpretive purposes, and to announce the gateways to the cities. Signage should be consistent and tasteful. Interpretative displays of other geographic or environmental education were viewed positively by all respondents.

Transit received a mixed reaction. All respondents were in favor of having a strong bus route with comfortable, accessible stops, but many doubted how much use it would get. Linking the roadway to rail was favored as a long-term prospect. Park and ride lots were favored by some, but only selectively at a few key locations. Some respondents felt that transit should not be a high funding priority.

“Public” comfort stations were viewed as positive, but maintenance and security were of concern to several respondents. A resting-place for bicycle/joggers, etc. was viewed as a positive, especially if combined with a park and ride lot or train station or some other well-used facility. There was a split between those who wanted to see convenience commercial (gas, food) in a few locations and those who did not want any commercial uses of that type.

**Features that should not be a Part of the Project:** Respondents had few consistent suggestions for issues that should not be explored or concepts that should not be included in the parkway. Individual concerns were: (1) eliminate or reduce truck traffic on the parkway; (2) limit the number of businesses along the parkway to reduce congestion and roadway interruptions; (3) minimize lighting in the rural segments; and (4) do not allow any further growth as a result of the parkway.

**Studies Requested:** Several respondents indicated an interest in a “full EIR process” to identify all physical and biological impacts. This dovetails with the process currently recommended by STA staff. Another respondent felt that more accurate and detailed traffic modeling was needed, particularly to take account of all planned background traffic in each of the cities. One respondent indicated a desire to see this corridor planning effort serve as a catalyst for some regional land use strategies and planning.

**Image and Identity of the Reliever Route:** Most respondents believed the road should have a unique and visible identity and be essentially “seamless” from one end to the other. Several were concerned that if the identity were too strong, it may draw freeway through traffic, which would negatively impact local areas. Some liked a single name, some preferred to keep a series of connected roads with existing names.

**Political Obstacles:** Several potential political issues were raised: (1) environmental groups may be opposed because of growth concerns; strategic open space purchases are needed; (2) the location and timing of the rail station is of concern; (3) neighborhood concern about congestion and noise increases; and (4) taxpayers groups may have concerns with both capital and operational funds.

**Interest Groups or Individuals to Involve (in addition to those already involved):** Neighborhood groups (Meadowlands, Harbor Oaks, Stonegate, Leisure Town Homeowners, Tolenas, Cement Hill); Committee to Protect Travis AFB, Elmira representation, Poplar/Maple Street neighborhoods, Solano County and Fairfield/Suisun Taxpayers Association, Farm Bureau, Solano Land Alliance, Farmlands and Open Space Trust, various committee chairs on chamber committees, land owners along the route, local developers.

**Willingness to Participate Further:** All respondents were willing and interested in being a part of the first stakeholder meeting and were interested in continuing to be involved. Most groups/agencies indicated that this project was a priority and they would provide representation to future meetings.



*November 11, 1998  
Agenda Item 9.1*



DATE: November 4, 1998  
TO: STA Board  
FROM: Matt Todd  
RE: Travel Safety Plan

The Travel Safety Plan is currently under review by the staff of our member jurisdictions. The latest draft version of the plan will be available at the Board meeting. The final version of the plan will be brought back to this Board in December for approval.





DATE: November 4, 1998  
TO: STA Board  
FROM: Michelle Morris Brubaker  
RE: CMAQ/STP Fund Applications – 75% Funds

MTC has issued a call for projects for federal STP/CMAQ funds from the Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21). This application is for the “75% funds” – the category of federal STP/CMAQ funds targeted to rehabilitation and replacement projects.

Project applications are due to Solano Transportation Authority on November 23, 1998. A detailed schedule is attached.

In September, the TAC agreed to the following guidelines for Solano County:

- 10% of the available funds will be safety projects that did not receive funding in the “25% Funding” process, but were included in the corridor plans.
- The remaining funds will be split into pavement maintenance needs (80%) and transit rehabilitation needs (20%).

Solano County’s bid target is \$6.2 million, with a guarantee of \$4.6 million of that bid target to be allocated to Solano County.

Caltrans has also recommended a 1998 STIP “augmentation” strategy to provide additional funds for streets and roads rehabilitation/storm damage. If these funds are programmed now, it is considered unlikely that there will be any programming capacity in the 2000 STIP. It is anticipated that Solano County would receive about \$12.2 million. This process will be coordinated with the 75% STP/CMAQ federal programming and on a similar timetable.

Attachment

## Schedule

The proposed schedule for the 75% Category funds would have MTC staff present a final recommendation for the programming of funds to projects in April 1999. The proposed schedule is as follows:

Work Program Committee/Commission approval of procedures, MTC Resolution No. 3111	September 1998
Call for Projects (10/5/98)	October 1998
MTC/Partnership discussions on regional projects	October 1998
Issue resolution/proposals on regional projects	November 1998
Project applications due to CMAs (11/23/98)	November 1998
CMA review of project proposals	December 1998
CMA review of project proposals	January 1999
County bids due to MTC	January 1999
MTC review of county bids	February 1999
Partnership review	February 1999
Issues/Draft program reviewed with Work Program Committee	March 1999
Final program presented to Work Program Committee/Commission for approval	April 1999
FY 1999 TIP amended to include program adopted by the Commission	April 1999
TIP amendment	

10/02/98

# Modern View of Suisun Subregion ca. 1997

Based Upon Bay Area EcoAtlas Version 1.50pr5

**Hall Equities Group**  
Investment • Development • Management  
**The Solano Solution**  
(adapted for use for  
Hall Equities Group)

## Map Key

- Wetlands Restoration Area
- Rail Line



Ocean, Bay or Channel (> 3 fathoms)	Young Low-Mid-Elevation Tidal Marsh	Diked Marsh	Inactive Salt Pond	Storage or Treatment Basin	Undeveloped Large Area of Seep or Wet Soil	Railroad
Bay or Channel (< 3 fathoms)	Young High-Elevation Tidal Marsh	Ruderal Bayland	Low Salinity Salt Pond	Undeveloped Island	Undeveloped Large Area of Vernal Pool Soil	
Tidal Flat	Old High-Elevation Tidal Marsh	Grazed Bayland	Med. Salinity Salt Pond	Undeveloped Fill	Riparian Tree	
Lagoon	Muted Tidal Marsh	Farmed Bayland	High Salinity Salt Pond	Developed Island or Fill	Lowland River or Creek	
Beach or Dune	Tidal Marsh Panne	Managed Marsh	Salt Crystallizer	Undefined Bayland	Road	

**Modern View Primary Sources:**  
CA State Lands Commission, US Geological Survey, US Fish and Wildlife Service,  
US National Aeronautical and Space Administration, and local experts

**Projection:**  
1927 North American Datum  
Universal Transverse Mercator Projection, UTM Zone 10

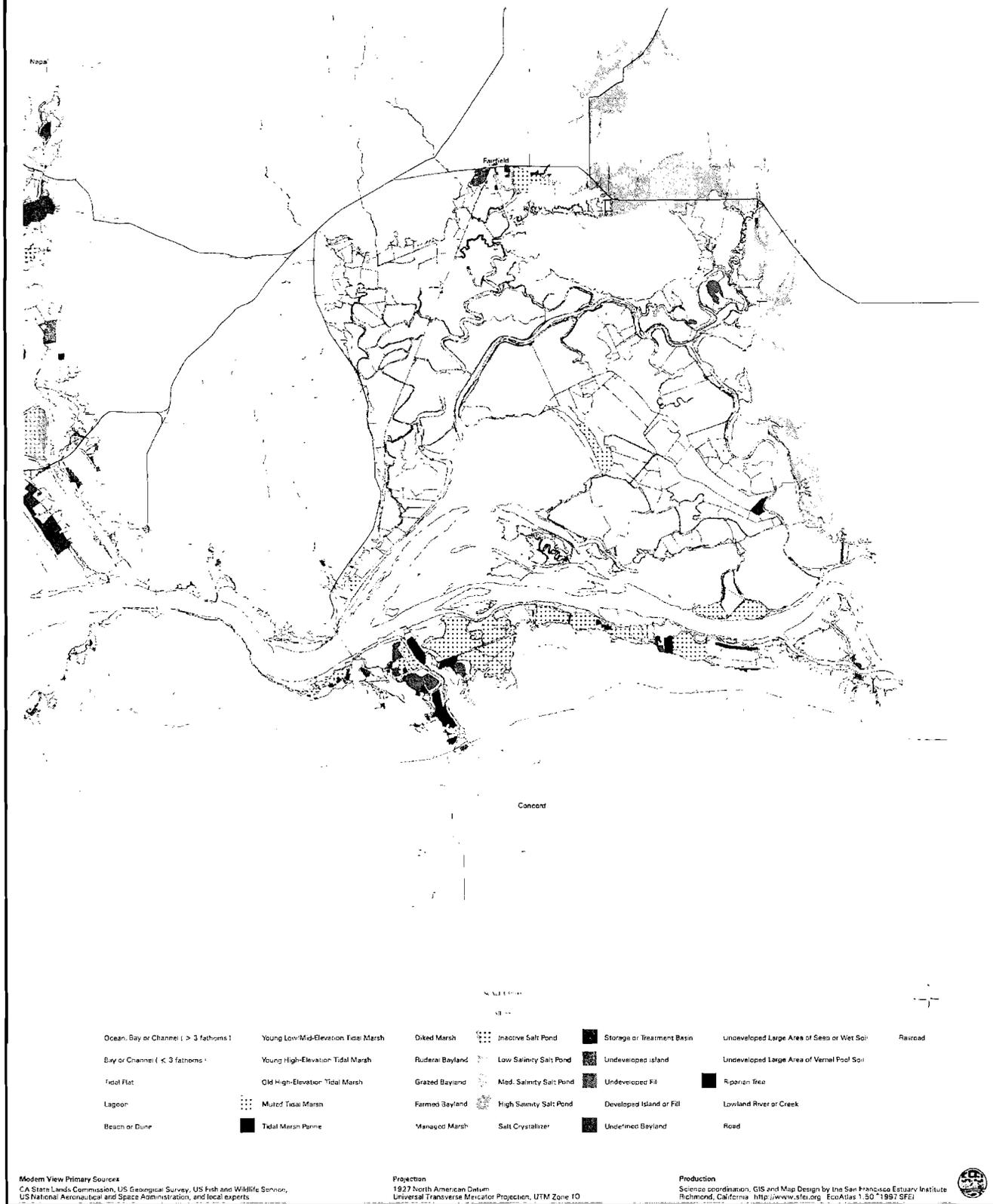
**Production:**  
Science coordination, GIS and Map Design by the San Francisco Estuary Institute  
Richmond, California <http://www.sfei.org> EcoAtlas 1.50 P1997 SFEI



# Modern View of Suisun Subregion

ca. 1997

Based Upon Bay Area EcoAtlas Version 1.50pr5



**Modern View Primary Sources**  
 CA State Lands Commission, US Geological Survey, US Fish and Wildlife Service,  
 US National Aeronautical and Space Administration, and local experts

**Projection**  
 1927 North American Datum  
 Universal Transverse Mercator Projection, UTM Zone 10

**Production**  
 Science coordination, GIS and Map Design by the San Francisco Estuary Institute  
 Richmond, California <http://www.sfei.org> EcoAtlas 1.50 (1997 SFEI)



**Subject: Proposed Outline for Solano Comprehensive Transportation Plan (CTP)**

**Date:** Sun, 30 Sep 2001 20:34:40 -0700

**From:** Dan Christians <stachristians@mgci.com>

**To:** Bob Grandy <grandyte@pacbell.net>, Ron Milam <R.Milam@FehrandPeers.com>

**CC:** Daryl Halls <stadkhalls@mgci.com>

Dear Ron and Bob:

Attached is our proposed preliminary outline that we prepared for the CTP. As I mentioned recently, I plan to keep developing the outline, policies and much of the general text for the plan during the next few weeks to keep the consultant costs within budget. If you have any suggestions on the outline or approach, we should discuss them further at our meeting on Wed. October 3, 2001 at 8:00 a.m. when we meet to discuss the overall final process for completing the plan by April 2002. Please advise. Thanks. Dan Christians, STA

 Outline4 - Solano Comprehensive Transportation Plan Septe 30 2001.doc	<p><b>Name:</b> Outline4 - Solano Comprehensive Transportation Septe 30 2001.doc</p> <p><b>Type:</b> WINWORD File (application/msword)</p> <p><b>Encoding:</b> base64</p>
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# **Solano Comprehensive Transportation Plan Preliminary Outline**

September 30, 2001

## **I. EXECUTIVE SUMMARY**

## **II. INTRODUCTION AND BACKGROUND**

- A. Solano Transportation Authority**
- B. STA Subcommittees**
- C. Purpose of Plan**
- D. Existing Conditions**
- E. Public Participation and Outreach**

## **III. NEEDS ANALYSIS**

- A. Introduction**
- B. Arterials, Highways, Freeways**
- C. Transit (Bus, Ferry, Rail)**
- D. Alternative Modes (Bike Routes, Trails, Ridesharing and TLC and Alternative Fuels)**

## **IV. STA VISION, MISSION AND GOALS**

- A. Introduction**
- B. STA Vision**
- C. STA Mission**
- E. Goals**

### **Project Delivery**

***Meet the transportation needs of residents, employees, businesses and visitors of all incomes ages and physical conditions through the timely delivery of transportation investments that will facilitate the development of an efficient and effective transportation system.***

### **Existing Facilities**

***Preserve the physical and operational condition of existing transportation facilities as a means of***

*protecting past transportation investments and maintaining an effective and efficient system.*

**Funding**

*Obtain sufficient funding to construct all identified transportation improvements for Solano County over the next 25 years.*

**Environment/Air Quality**

*Invest in transportation facilities or services that cause the least amount of environmental damage and yield environmental and air quality benefits whenever feasible.*

**Safety**

*Provide the safest possible transportation system for all users.*

**V. ALTERNATIVES**

- A. Countywide Roadway Improvement Emphasis
- B. I-80/680 Improvement Emphasis
- C. Local Roadway Improvement Emphasis
- D. Vehicle Travel Demand Reduction Emphasis
- E. New Travel Corridor

**VI. ARTERIALS, HIGHWAYS AND FREEWAYS**

- A. Introduction
- B. Existing Conditions
- C. Deficiencies
- D. Countywide Traffic Model
- E. Travel Patterns
- F. Major Findings
- G. Performance Measures
- H. Regionally and Countywide Significant Corridors
- I. Traffic and Cost Data
- J. Maintenance, Enhancements and Capacity Increasing

- K. Alternatives**
- L. Regional and Local Interchanges**
- M. Road Rehabilitation Needs**
- N. Policies for Arterials, Highways and Freeways**

- Support state and federal legislation to streamline state and federal project delivery processes to reduce delays in the delivery of projects
- Seek a fair share for Solano County of any state or federal discretionary transportation funding
- Develop plans and programs to upgrade and widen roadways of countywide significance
- Develop a policy for matching local interchanges
- Develop a road rehabilitation policy
- Update the Solano Travel Safety Plan
- Support the permanent dedication of the vehicle fuel sales tax exclusively for transportation (to include a split of 40% STIP, 40% local streets and 20% transit).
- Support policies that improve environmental review process to minimize conflicts between transportation and environmental requirements.
- Encourage member jurisdictions and Caltrans to maintain level of service (LOS) E or better conditions during the a.m. and p.m. peak hours on roadways of countywide significance.
- Develop a plan and implementation program for the installation of High Occupancy Vehicle (HOV) lanes and facilities for designated freeways and expressways including on-ramps.
- Prepare long-term corridor plans for all roadways of countywide significance.

**O. Recommended Actions**

- Prepare PSR's for Priority Projects
- Prepare Environmental Studies and PSE's
- Complete Alternative Analyses
- Prepare additional Corridor Studies and Special Studies
- Develop Road Maintenance and Rehabilitation Allocation Formula
- Provide matching funds for Interchanges of countywide significance
- Secure funds to implement safety improvements

## **VII. TRANSIT (Bus, ferry and rail)**

### **A. Bus**

- 1. Introduction**
- 2. SolanoLinks Transit Consortium**
- 3. Existing Operations and Conditions**
- 4. Deficiencies**
- 5. Fixed and Express Bus Route System**
- 6. Ferry System**
- 7. Intercity Paratransit Services**
- 8. Local Shuttle Services**
- 9. Bus Objectives and Policies**
  - **Provide cost effective and coordinated transit system structure(s)**
  - **Increase viable alternatives to the automobile**
  - **Increase Express Bus Services Along I-80, 680 and 780 Corridors**
  - **Increase intercity fixed route and complementary paratransit services to meet growing demand on key corridors**
  - **Provide new and/or expanded transit hubs, and park and ride lots**
  - **Increase funding for transit operations**
  - **Consider new services along secondary corridors**
  - **Consider alternative operator arrangements that would help increase the quality and quantity of services**
  - **Consider local shuttle services as part of TLC Program**
- 10. Assumptions**
- 11. Proposed Short and Long Range Fixed Route System, Transit Hubs and Park and Ride Lots**
- 12. Recommended Transit and Paratransit Actions:**
  - **North County Transit Improvements**
  - **South County Transit Improvements**
- 13. Overall Short and Long Term Transit Funding Strategies**
  - **PTA, TDA and STAF Funds**
  - **MOU's**
  - **Additional Funding Options**

### **B. Ferry**

- 1. Introduction**
- 2. Existing service**

- 3. **Future Service**
  - **Short Range**
  - **Long Range**
- 4. **Costs**
  - **Operating**
  - **Capital**

**C. Rail**

- 1. **Introduction**
  - **Capitol Corridor Intercity Service**
  - **Existing Ridership**
  - **Proposed Stations**
  - **Costs**
- 2. **Potential Commuter Rail Service**
  - **Dixon-Davis-Sacramento-Auburn**
  - **Napa-Solano**
  - **I-80**
  - **Costs**

- A. **Transit Policies and Strategies**
- B. **Transit Funding Needs**
- C. **Implementation Actions**

**IX. ALTERNATIVE MODES**

- A. **Introduction**
- B. **Existing Countywide Bicycle Facilities and Trails**
- C. **Existing Park and Ride Lots and HOV System**
- D. **Existing Ridesharing Programs**
- E. **Land Use/Transportation/Open Space Links**
- F. **Transportation for Livable Communities**
- G. **Air Quality and Alternative Fuels**

- H. Objectives and Policies**
  - **Implement Short and Long Range Bicycle and Pedestrian Trail Systems**
  - **Provide funding only for bicycle and pedestrian projects included in the Countywide Bicycle Plan or Countywide Trails Plan**
  - **Maximize Multi-modal connections**
  - **Develop a local TLC/Enhancements Program**
  - **Provide incentives to expand ridesharing modes**
  - **Support open space and environmental strategies**
  - **Develop a comprehensive Countywide Trails Plan**
  - **Pursue various air quality strategies including funding for Alternative Fuels infrastructure**
- I. Alternative Modes Funding Needs**
- J. Recommended Actions**
- K. Objectives and Policies**
- L. Alternative Modes Funding Needs**
- M. Recommended Actions**

## **X. Transportation Funding Needs and Revenues**

### **A. Funding Needs**

- **Develop Complementary Road/Transit/Alternative Mode Funding Strategy**
- **Improve the Arterials, Highways and Freeways**
- **Transit and Road Rehabilitation Funds**
- **Enhancements**
- **Bicycle and Pedestrian Trails**
- **Open space and Environmental Mitigation**

### **B. Funding Revenue Sources and Projections**

- **Existing revenue sources**
- **Other options**
  - Local funding source**
    - ACA 4**
    - Optional new or expanded Traffic Impact Fee program(s)**

## **XI. Implementation - Next Steps**

### **A. Short -Term Priorities (2002-2010)**

- **Complete On-Going Corridor Studies and Priority PSR's**
- **Deliver Already Funded Projects**
- **Fix Safety and Operational Problems**
- **Develop More Proactive Multi-Modal Strategy**
- **Update Annual Priority Projects**
- **Continue to Develop Strong Partnerships**
- **Advocate for Additional State and Federal Funds**
- **Conduct Additional Public Outreach efforts**
- **Seek New Local Funding Sources**

### **B. Long Term Priorities (2010-2025)**

- **Complete Additional transportation Corridor Studies**
- **Increase Ridesharing and Develop Initial HOV System**
- **Expand Express Bus, Capitol Corridor and Ferry System**
- **Prepare New Countywide Travel Safety Plan**
- **Implement Currently Planned Bicycle and Pedestrian System**
- **Support Open Space and Environmental Mitigations**
- **Expand TLC/Enhancements Program**

### **C. Very Long Term Priorities (2025-2050)**

- **Complete Major Transportation Corridor Improvements**

- Establish Additional Commuter Rail Services
- Complete Comprehensive Transit , HOV and Park and Ride System
- Complete Comprehensive Bicycle and Pedestrian Systems
- Develop more proactive Land Use/Transportation/Open Space Links

## **XII. Summary and Conclusion**

***A. A well-planned transportation network is crucial to the health of the local economy, environment and community.***

***B. Current transportation projects and funding won't keep pace with long term projected growth.***

***C. Better transportation/ land use links and open space preservation can help mitigate some growth impacts.***

***D. Because of substantial inter-regional traffic trends, continued improvements to the roads, transit and non-motorized systems are critical to the future mobility of the cities and county of Solano.***

***E. New local, state and federal funding sources will be necessary to adequately address current and future transportation needs.***

## ADDENDUM AND SUPPLEMENT

Subsequent to the submittal of the September 2001 Final MIS for State Route 12 in Solano County, a number of modifications and additions have been made. These additions and modifications were made in response to comments and questions raised by Caltrans and the SR 12 Steering Committee. In addition to these changes, Caltrans submitted a number of comments on the MIS. These comments are attached.

1. Page 34 and 35, under the discussion of Alternatives 6a and 6c. In the development of appropriate future cross-sections for SR 12, Caltrans was consulted regarding the appropriate outside shoulder width. Caltrans approves of 10 foot outside shoulders to accommodate bicycles and other standard shoulder functions.
2. Page 34, under the discussion of Long-Term Traffic Improvements. Although the widening of SR 12 to four lanes is not proposed as part of the MIS between Walters Road and Rio Vista, development should not be pursued or approved within the future right-of-way required to accomplish this ultimate widening. At a minimum, 120 feet of right of way should be preserved unencumbered through this section of the corridor.
3. Caltrans, CHP and the SR 12 Steering Committee requested that accident records for the year 2000 be reviewed (the MIS reviewed accident records from January 1, 1996 to December 31, 1999). Caltrans TASAS accident records for the year 2000 report that the accident rate for the study corridor was 1.19 accidents per million vehicle miles. This rate compares with a rate of 1.16 accidents per million vehicle miles for the five year period from 1996 to 1999. This 2.6 percent difference does not contradict the findings or recommendations of the MIS. The accident problem locations identified through the MIS process likely remain unchanged in the year 2000 data.
4. Page 36, add the following to the end of Alternative Packages section – "Caltrans would be responsible for designating SR 12 as a Bicycle Route."
5. Page 2, Median Barrier Paragraph. Second Sentence – remove the words "and testing". Fourth Sentence – replace the word "testing" with "installation".

**Department of Transportation – District 4**

Review: Final State Route 12 Major Investment Study

Comments received:

Division of Design, SHOPP:

- As part of the Long Term Traffic Improvements recommendations the previous Major Investment Study called for a concrete median barrier between the lanes on two lane sections of Route 12. The Final Highway 12 Major Investment Study still calls for this but states “Prior to the installation of median barriers on Highway 12, Caltrans will likely require the installation and testing of intermediate measure to improve safety and reduce head-on accidents.” It then goes on to outline some of the other measures that could be taken to reduce head on collisions and the drawbacks of concrete median barriers on two-lane highways. It is good that they acknowledge that Caltrans would not install concrete median barrier as the first measure to reduce head on collisions, but we would not generally consider the use of such measures as full shoulders with rumble strips and soft median barriers as a “test” because they usually address the problem well. This is a fine point that probably is not that critical, but might be worth mentioning.
- The study also applies the above comments to areas where a concrete barrier is proposed on a four-lane section of Route 12. We are certainly more ready to install median barriers on a four-lane highway than a two-lane highway.
- The previous study recommended traffic signals at locations where they might not be warranted. The Final Highway 12 Major Investment Study still includes these recommendations but also states, “A traffic signal would only be installed at a time the intersection fully meets Caltrans Traffic Signal Warrants.” The warrants aren’t actually Caltrans Warrants, but this statement meets our concerns.

Division of Operations, Traffic:

- We agree with the Division of Design’s comment that the installation of rumble strips and soft median barriers is not a test but a solution.
- We would install the soft median barrier first on both 2-lane and 4-lane sections. A concrete median barrier would be considered as the last solution.
- We do not sign shoulders as bicycle paths, as bicycle paths require a completely separated right of way for the exclusive use of bicycles. We would install “Bike Route” and “Bicycle Warning” signs along the shoulder, if the County designated that segment of Route 12 as a bicycle route.
- Isolated intersections that satisfy signal warrants may not necessary have traffic signals installed, if there are no safety and/or operation issues. The installation of signals may increase the number of rear-end collisions.
- We disagree with the statement “exposed barrier ends create accidents”. It is a fixed object that can be hit by vehicles. To reduce the severity of impact, barrier ends are shield with the appropriate attenuator.

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|SENATE RULES COMMITTEE | AB 1171 |
|Office of Senate Floor Analyses | |
|1020 N Street, Suite 524 | |
|(916) 445-6614 Fax: (916) | |
|327-4478 | |
|-----

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THIRD READING

Bill No: AB 1171  
 Author: Dutra (D)  
 Amended: 9/14/01 in Senate  
 ✓ Vote: 21

SENATE TRANSPORTATION COMMITTEE : 10-2, 9/13/01  
 AYES: Murray, Costa, Figueroa, Karnette, Perata, Romero,  
 Scott, Soto, Speier, Torlakson  
 NOES: McClintock, Brulte

SENATE APPROPRIATIONS COMMITTEE : 7-3, 9/14/01  
 AYES: Alpert, Bower, Johannessen, Karnette, Murray,  
 ✓ Perata, Speier  
 NOES: Battin, Johnson, Poochigian

SENATE FLOOR : 23-13, 9/14/01  
 AYES: Alarcon, Alpert, Bowen, Burton, Chesbro, Escutia,  
 Figueroa, Karnette, Kuehl, Machado, Murray, O'Connell,  
 Ortiz, Peace, Perata, Romero, Scott, Sher, Soto, Speier,  
 Torlakson, Vasconcellos, Vincent  
 NOES: Ackerman, Battin, Brulte, Dunn, Haynes, Johannessen,  
 Johnson, Knight, Margett, McClintock, Monteith, Morrow,  
 Poochigian

ASSEMBLY FLOOR : 46-27, 9/15/01 - See last page for vote

SUBJECT : Toll bridges: seismic retrofit cost overruns

SOURCE : Author

DIGEST : This bill establishes requirements and  
 CONTINUED

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Page

provisions to finance the seismic retrofit cost overruns on  
 ✓ the states toll bridges. It identifies the sources and

amounts of financing, state legislative findings relative to the seismic work, assign responsibilities and authority to various agencies, extend the current \$1 toll surcharge on Bay Area toll bridges for a specified time and establish numerous financial requirements, conditions and references related to the seismic bridge work.

ANALYSIS : The State Department of Transportation (DOT) has determined that the bridge seismic retrofit work will incur substantial cost overruns of approximately \$2.019 billion, including an increase of \$1.315 billion on the Bay Bridge east span replacement alone, another \$557 million for 6 other toll bridges, and \$147 million for the Bay Bridge west span retrofit, as indicated:

<u>Bridge</u>	<u>Seismic Retrofit Cost Overruns (Millions of \$)</u>
Richmond-San Rafael	\$336
Benicia-Martinez	89
San Mateo-Hayward	63
Carquinez	42
Vincent Thomas	17
San Diego-Coronado	10
	<u>Non-Bay Bridge</u>
subtotal	( \$557)
\$1,315	Bay Bridge - east span replacement
	-- west span
<u>\$ 147</u>	Total, all bridges
	\$2,019

DOT advised the Legislature of the increased cost estimates in a report released in April 2001. The report attributed the cost overruns to several factors, including: (1) inadequate original (DOT) estimates with unrefined environmental, engineering and planning support costs and the omission of escalation (inflation) and project contingency costs; (2) a significant rise in construction costs, including an 18% increase in the federal construction cost index in 1999-2000 alone; (3) accelerated

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Page

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design work; (4) the Metropolitan Transportation Commission's (MTCs) choice of bridge design; (5) a one-year delay in receiving U.S. Navy permission to conduct sample drillings on Yerba Buena Island, and (6) another year's delay in completing environmental analyses in concert with federal highway, environmental and engineering agencies. In addition, issues arose among local jurisdictions and officials regarding the location of the Bay Bridge replacement span and its final design elements.

DOT's April 2001 report included a plan for resolving the cost overruns on the 6 bridges other than the Bay Bridge,

proposing that \$557 million from the state's share of federal Highway Bridge Replacement and Rehabilitation (HBRR) funds be used on those bridges. The report, however, did not include a proposal to fund the \$1.315 billion cost overrun on the Bay Bridge east span seismic work. DOT, on August 15, 2001, belatedly submitted a follow-up letter to the Legislature outlining a proposal to fund all of the Bay Bridge and other bridges' cost increases through an extension of the toll surcharge and the use of the \$557 million in federal bridge repair funds. The use of the HBRR funds requires no legislative action and can be accomplished through administrative authority and actions.

This bill enacts a proposal to finance the cost overruns on state-owned toll bridges, specifying the amount of funding from various sources to cover the increased costs and establishing related conditions, requirements and authorization on the seismic retrofit projects' financing and administration. The bill will do all of the following:

1. Authorize the extension of the seismic retrofit toll surcharge beyond the current January 1, 2008 expiration and repeal date. The surcharge would continue until the time that a total of \$2.282 million was collected from the seismic retrofit surcharge to meet both of the following:
  - A. A principal of \$2.282 million, including interest.
  - B. All costs of financing, including capitalized interest, reserves, costs of insurance, costs of

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credit enhancements and any other financial products necessary and other costs related to financing.

Provides that if the project costs exceed \$4,637,000,000 DOT may program not more than \$448 million in project savings or other available resources from the Interregional Transportation Improvement Plan, the State Highway Operation Protection Plan, or federal bridge funds for that purpose.

The toll surcharge authorization would end when the bonding indebtedness is retired and any debt secured by the tolls are repaid.

2. Allocate a minimum of \$642 million in state transportation funds from the federal HBRR Program. If the resources authorized to be provided above are insufficient to pay all project costs, DOT may program not more than \$448 million in project savings or other available resources from the Interregional Transportation Improvement Plan, the State Highway Operation Protection Plan, or federal bridge funds for that purpose.

None of the funds identified above may be expended for any purpose other than the conditions and design features specifically in this bill.

3. Prohibit any increase in the \$1 toll surcharge for seismic retrofit project funding. It also prohibits the use of toll revenues to repay the use of state (non-toll) funds used for the retrofit work, except that DOT will have the authority to increase the retrofit surcharge for debt purposes only if the bank finds and the State Department of Finance confirms that both of the following apply:

- A. Extraordinary circumstances exist that jeopardize the payment of debt service for which toll revenues are authorized, and all other financial resources for meeting toll commitment have been exhausted.
- B. Bonds issued under Chapter 4.2 (commencing with Section 30950) shall not be impaired solely by action taken under this section, as evidenced by

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confirmation of the then existing ratings on those bonds, by the rating agencies then rating the bonds.

4. Require the annual transfer of any excess toll revenues to the Bay Area Toll Authority (that is, MTC) beyond the amount needed for financing and debt service each year, upon the substantial completion of the seismic construction work, as specified. (Stated in a different way: once the construction work was completed, if the annual revenue from the \$1 toll exceeded the amount needed to pay off the tolls' share of construction and financing costs, the excess would be transferred to the MTC for Bay Area transportation purposes, including other improvements to toll bridges, water transit (ferry) services, or rail capital improvements authorized in current law.)

Provides that, if DOT determines that the actual costs exceed projections, DOT will be required to report to the Legislature, within 90 days of the determination, relative to the difference and the reason for the cost increase.

The bill provides that, prior to the issuance of bonds payable from the toll surcharge, the bank shall confirm that bonds issued under Chapter 4.3 (commencing with Section 30950) shall not be impaired solely by action taken under this section, as evidenced by confirmation of the then existing ratings on these bonds, by the rating agencies then rating the bonds.

During the construction period, all revenues generated

from the toll surcharge shall be available to the department only for the construction and financing purposes of the toll bridge seismic retrofit program.

5. State findings and declarations relative to the seismic retrofit work, including that:

- A. DOT has full and sole responsibility for the work.
- B. DOT should utilize a combination of financing options, including federal loans, revenue bonds and commercial paper, issued under the California

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Infrastructure Bank, the California Transportation Commission, or other appropriate entity.

- C. During the construction period, all revenues generated from the toll surcharge shall be available to DOT only for the construction and financing purposes of the toll bridge seismic retrofit program.

6. Authorize DOT to borrow through the Infrastructure Bank and authorize the issuance of bonds under specified terms and conditions. The bill will reference and restate existing short-term borrowing authority of DOT, for purposes of the seismic work's financing.

7. Declare that the bill's provisions could not harm any State Transportation Improvement Program project programmed before January 1, 2002. It also states that if federal "GARVEE" bonds are used to help finance the seismic work, the expenditures will not count against a county's share of state funds.

8. Update the statutory seismic retrofit cost estimates for each affected toll bridge, and state the selected final design and location of the replacement east span of the Bay Bridge.

9. Repeal outdated or obsolete language, define certain terms, and make various conforming changes.

#### Background

Following the October 17, 1989 Loma Prieta earthquake, the DOT undertook an analysis and research effort to determine the vulnerability of state-owned toll bridges and other transportation structures to seismic (earthquake) activity.

DOT entered into contracts with private consulting firms, the University of California and other research institutions to assess bridge and structure vulnerabilities and produce action plans for addressing the deficiencies. Governor George Deukmejian created a Board of Inquiry to investigate the collapse of various bridge and highway structures and the Legislature convened special hearings to

examine the earthquake's effects and develop solutions to avoid or mitigate similar seismic damage to the

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transportation system in the future.

The various boards, inquiries, studies and analyses concluded that the state needed to retrofit thousands of bridge structures, both on highways and over water, including retrofit strategies for state-owned toll bridges.

A strong emphasis was placed on completing the retrofit work at an accelerated pace to reduce the prospects of future catastrophic loss, both in human and economic terms.

Work on highway bridges proceeded relatively quickly but the retrofit of toll bridges has languished for numerous reasons, including the age and complexity of bridge structures, securing adequate financing, environmental issues, traffic, utilities, design, location and other concerns.

In 1997, the Legislature enacted SB 60 (Kopp) and SB 226 (Kopp), which established a plan and the financing mechanisms for the seismic retrofit of state-owned toll bridges. The plan consisted of the retrofit of seven toll bridges (five in the Bay Area and two in southern California) and the replacement of two bridges (the East Span of the San Francisco-Oakland Bay Bridge and the westbound Carquinez Bridge, the latter funded from Bay Area Regional Measure 1 toll funds. The estimated cost of the replacement and retrofit work at that time, developed by the DOT, was \$2.62 billion as follows:

1. Benicia Bridge: \$101 million
2. Carquinez Bridge (northbound span): \$83 million
3. Richmond-San Rafael Bridge: \$329 million
4. San Mateo-Hayward Bridge: \$127 million
5. San Pedro-Terminal Island (Vincent Thomas) Bridge: \$45 million
6. San Diego-Coronado Bridge: \$95 million
7. San Francisco-Oakland Bay Bridge (west span): \$553 million

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8. San Francisco-Oakland Bay Bridge (east span): \$1,285 million)

SB 60 and SB 226 prescribed the funding sources and the amounts from each source to pay for the seismic work. The state's share of funding included \$790 million in seismic bond funds (Seismic Retrofit Bond Fund of 1996 -- Proposition 192) and \$875 million in state transportation funds (State Highway Account: \$795 million and Public Transportation Account: \$80 million). The regional/local share was set at \$955 million, of which \$907 million was to come from a \$1 per vehicle toll surcharge imposed by SB 60 for passage on the Bay Area toll bridges through January 1, 2008, or until the \$907 million was realized, whichever occurred first. The legislation authorized the collection of toll revenues beyond the \$907 million to pay for the costs of "amenities" approved by MTC. (The so-called amenities included a change in the Bay Bridge design, the relocation or replacement of the transbay bus terminal in San Francisco, or the addition of bicycle/pedestrian access on the Bay Bridge replacement span).

SB 60 made the MTC the responsible agency for selecting the design of the Bay Bridge replacement span. The legislation also required that if the seismic retrofit costs were less than originally estimated, there would be a proportional reduction in the funding provided by tolls and state transportation account funds. If the actual costs of the toll bridge work were determined by the department to exceed its original estimates, however, the department was required to report the reasons for the cost overruns to the Legislature within 60 days and propose a financial plan to pay for that increase, with the Legislature subsequently to adopt a financial plan to pay for the increase.

Comments

The intent of this bill is to provide a means to fund the increased costs of completing seismic retrofit work on the state's toll bridges, while specifying the proportionate shares and sources of funds to finance the estimated \$2.019 billion in increased/unfunded costs. The bill proposes a 60/40 split of the principal costs between toll revenues and the state's share of federal HBRR funds, respectively.

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Merely extending the toll surcharge would not provide timely or sufficient financing for the bridge work and increased costs. DOT, as noted earlier, proposed the use of \$557 million in HBRR funds in addition to a toll extension, while the MTC proposed several financing scenarios, including the use of up to \$1.3 billion in HBRR

funds plus tolls.

In its April 2001 report on bridge cost overruns DOT presented the financial shortfall as two separate issues: a \$557 million shortfall for seismic work on six bridges other than the Bay Bridge, and the \$1.32 billion Bay Bridge shortfall. In addition, a \$147 million overrun was identified for the west span of the Bay Bridge. The distinctions, however, are artificial; there is no requirement to separate the financial problem into two or three parts and, in fact, the original financing plan treated the bridge seismic work as one large, comprehensive undertaking, albeit involving several bridges.

DOT is prepared to start construction on the Bay Bridge retrofit before the end of 2001 if the additional financing is secured. The department has advertised the first of four contracts for the new east span on an "at-risk" basis (pending financing). According to DOT, delaying action on a financing plan beyond this year's legislative session will increase the costs of the seismic work by \$3 million to \$3.5 million each week.

FISCAL EFFECT : Appropriation: Yes Fiscal Com.: Yes  
Local: No

ASSEMBLY FLOOR

AYES: Alquist, Aroner, Calderon, Canciamilla, Cardenas, Cardoza, Cedillo, Chan, Chavez, Chu, Corbett, Correa, Diaz, Dutra, Firebaugh, Florez, Frommer, Goldberg, Havice, Horton, Jackson, Keeley, Kehoe, Kelley, Koretz, Liu, Longville, Lowenthal, Migden, Nakano, Nation, Negrete McLeod, Oropeza, Papan, Favley, Salinas, Shelley, Simitian, Steinberg, Strom-Martin, Vargas, Washington, Wesson, Wiggins, Wright, Hertzberg

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NOES: Aannestad, Ashburn, Bates, Bogh, Briggs, Bill Campbell, John Campbell, Cogdill, Cox, Daucher, Dickerson, Harman, Leach, Leonard, Leslie, Maldonado, Mountjoy, Robert Pacheco, Rod Pacheco, Pescetti, Richman, Runner, Strickland, Wayne, Wyland, Wyman, Zettel

RJG:cm 9/26/01 Senate Floor Analyses

SUPPORT/OPPOSITION: NONE RECEIVED

BILL NUMBER: AB 1171      ENROLLED  
BILL TEXT

PASSED THE ASSEMBLY    SEPTEMBER 15, 2001  
PASSED THE SENATE      SEPTEMBER 14, 2001  
AMENDED IN SENATE      SEPTEMBER 14, 2001  
AMENDED IN SENATE      SEPTEMBER 14, 2001  
AMENDED IN SENATE      SEPTEMBER 7, 2001  
AMENDED IN SENATE      AUGUST 20, 2001  
AMENDED IN ASSEMBLY    MAY 22, 2001  
AMENDED IN ASSEMBLY    MAY 9, 2001  
AMENDED IN ASSEMBLY    MAY 3, 2001

INTRODUCED BY    Assembly Member Dutra

FEBRUARY 23, 2001

An act to amend Sections 188.5 and 31010 of, to add Section 188.51 to, to repeal Section 31050 of, and to add Chapter 4.6 (commencing with Section 31070) to Division 17 of, the Streets and Highways Code, relating to highways, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

AB 1171, Dutra. Highways: toll bridges: funding.

(1) Existing law imposes a seismic retrofit surcharge equal to \$1 per vehicle for passage on the state-owned toll bridges in the region within the area of the jurisdiction of the Metropolitan Transportation Commission, except for vehicles that are authorized toll-free passage on those bridges. Revenue generated from the surcharge is required to be deposited in the Toll Bridge Seismic Retrofit Account in the State Transportation Fund, which is continuously appropriated without regard to fiscal years to the Department of Transportation for the purpose of funding seismic retrofit of currently listed bridges. The department is required to determine the date when (a) sufficient funds have been generated for the completion of seismic retrofit and the replacement of the San Francisco-Oakland Bay Bridge, as specified, and (b) sufficient funds have been generated to pay for any costs added under a specified provision relating to the San Francisco-Oakland Bay Bridge. The department is required to notify the Secretary of State of that date, immediately upon making that determination. These provisions are repealed on January 1, 2008, or on the date the Secretary of State receives the specified notice, whichever occurs first.

This bill would delete the repeal date described above and would instead provide a repeal date occurring when the California Transportation Commission notifies the Secretary of State that sufficient funds have been generated to meet certain obligations, as defined, and thereby would make an appropriation by extending the time during which the money in the account would be continuously appropriated. The bill would require the money in the account that is in excess of those funds needed to meet the toll commitment and other elements requiring to meet the obligations of the department's financial plan to be available to the Bay Area Toll Authority for funding certain purposes and projects that are consistent with existing law requirements.

The bill would require the department to transfer the funds annually to the authority upon receiving notification from the

authority's governing board.

The bill would prohibit the increase in tolls beyond the level needed to complete the seismic retrofit and replacement of bay area bridges, as described above, unless the California Infrastructure and Economic Development Bank makes certain described findings and the Department of Finance confirms those findings.

(2) Existing law sets forth the cost estimates at \$2,620,000,000 to retrofit the state-owned toll bridges and to replace the east span of the San Francisco-Oakland Bay Bridge in accordance with a schedule.

This bill would revise that cost estimate to \$4,637,000,000 and would correspondingly revise the schedule.

(3) Existing law provides that the estimated cost of replacing the east span of the San Francisco-Oakland Bay Bridge is based on certain assumptions.

The bill would instead provide that this estimated cost is based on specific conditions, rather than assumptions.

(4) Existing law provides that it is the intent of the Legislature that specific amounts from various funds be allocated through the 2004-05 fiscal year, for the seismic retrofit or replacement of the identified state-owned toll bridges.

This bill would require the continued allocation of the funds until expended, rather than through the 2004-05 fiscal year, and would revise the amount available from the seismic retrofit surcharge, subject to certain limitations, and would include the funds necessary to meet principal obligations, as defined, of not less than \$642,000,000 from the state's share of the federal Highway Bridge Replacement and Rehabilitation Program.

The bill would revise the proportional reduction of funding formula provided under existing law, if the cost of retrofitting or replacement, or both, is less than the statutory cost estimate set forth above.

The bill would require the department, upon substantial completion of the retrofit work of the state-owned toll bridges, to submit a final report prepared by an independent accounting firm identifying the sources and use of the funds. The bill would require the report to serve as the basis for any proportional reduction in funding as described above.

The bill would provide that if the department issues federal highway grant anticipation notes to fund the retrofitting of state owned toll bridges and the replacement of the east span of the San Francisco-Oakland Bay Bridge, certain adjustments in the state transportation improvement program county share shall not apply.

The bill would authorize the department to enter into certain financial arrangements to finance or refinance the seismic retrofit project costs which would include the issuance of revenue bonds.

The bill would provide that nothing in the bill shall be construed to negatively impact any project that is programmed prior to January 1, 2002, in the state transportation improvement program.

Appropriation: yes.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 188.5 of the Streets and Highways Code is amended to read:

188.5. (a) The Legislature finds and declares all of the following:

(1) The department has determined that in order to provide maximum

safety for the traveling public and to ensure continuous and unimpeded operation of the state's transportation network, six state-owned toll bridges are in need of a seismic safety retrofit, and one state-owned toll bridge is in need of a partial retrofit and a partial replacement.

(2) The bridges identified by the department as needing seismic retrofit are the Benicia-Martinez Bridge, the Carquinez Bridge, the Richmond-San Rafael Bridge, the San Mateo-Hayward Bridge, the San Pedro-Terminal Island Bridge (also known as the Vincent Thomas Bridge), the San Diego-Coronado Bridge, and the west span of the San Francisco-Oakland Bay Bridge. The department has also identified the east span of the San Francisco-Oakland Bay Bridge as needing to be replaced. That replacement span will be safer, stronger, longer lasting, and more cost efficient to maintain than completing a seismic retrofit for the current east span.

(3) The south span of the Carquinez Bridge is to be replaced pursuant to Regional Measure 1, as described in subdivision (b) of Section 30917.

(4) The cost estimate to retrofit the state-owned toll bridges and to replace the east span of the San Francisco-Oakland Bay Bridge is four billion six hundred thirty-seven million dollars (\$4,637,000,000), as follows:

(A) The Benicia-Martinez Bridge retrofit is one hundred ninety million dollars (\$190,000,000).

(B) The north span of the Carquinez retrofit is one hundred twenty-five million dollars (\$125,000,000).

(C) The Richmond-San Rafael Bridge retrofit is six hundred sixty-five million dollars (\$665,000,000).

(D) The San Mateo-Hayward Bridge retrofit is one hundred ninety million dollars (\$190,000,000).

(E) The San Pedro-Terminal Island Bridge retrofit is sixty-two million dollars (\$62,000,000).

(F) The San Diego-Coronado Bridge retrofit is one hundred five million dollars (\$105,000,000).

(G) The west span of the San Francisco-Oakland Bay Bridge retrofit, as a lifeline bridge, is seven hundred million dollars (\$700,000,000).

(H) Replacement of the east span of the San Francisco-Oakland Bay Bridge is two billion six hundred million dollars (\$2,600,000,000).

(b) It is the intent of the Legislature that the following amounts from the following funds shall be allocated until expended, for the seismic retrofit or replacement of state-owned toll bridges:

(1) Six hundred fifty million dollars (\$650,000,000) from the 1996 Seismic Retrofit Account in the Seismic Retrofit Bond Fund of 1996 for the seven state-owned toll bridges identified by the department as requiring seismic safety retrofit or replacement.

(2) One hundred forty million dollars (\$140,000,000) in surplus revenues generated under the Seismic Retrofit Bond Act of 1996 that are in excess of the amount actually necessary to complete Phase Two of the state's seismic retrofit program. These excess funds shall be reallocated to assist in financing seismic retrofit of the state-owned toll bridges.

(3) Fifteen million dollars (\$15,000,000) from the Vincent Thomas Toll Bridge Revenue Account.

(4) The funds necessary to meet both of the following:

(A) A principal obligation of two billion two hundred eighty-two million dollars (\$2,282,000,000) from the seismic retrofit surcharge, including any interest therefrom, imposed pursuant to Section 31010, subject to the limitation set forth in subdivision (c) and subdivision (b) of Section 31010.

(B) All costs of financing, including capitalized interest, reserves, costs of issuance, costs of credit enhancements and any other financial products necessary or desirable in connection therewith, and any other costs related to financing.

(5) Thirty-three million dollars (\$33,000,000) from the San Diego-Coronado Toll Bridge Revenue Fund.

(6) Not less than seven hundred forty-five million dollars (\$745,000,000) from the State Highway Account to be used toward the eight hundred seventy-five million dollars (\$875,000,000) state contribution, to be achieved as follows:

(A) (i) Two hundred million dollars (\$200,000,000) to be appropriated for the state-local transportation partnership program described in paragraph (7) of subdivision (d) of Section 164 for the 1998-99 fiscal year.

(ii) The remaining funds intended for that program and any program savings to be made available for toll bridge seismic retrofit.

(B) A reduction of not more than seventy-five million dollars (\$75,000,000) in the funding level specified in paragraph (4) of subdivision (d) of Section 164 for traffic system management.

(C) Three hundred million dollars (\$300,000,000) in accumulated savings by the department achieved from better efficiency and lower costs.

(7) Not more than one hundred thirty million dollars (\$130,000,000) from the Transit Capital Improvement Program funded by the Transportation Planning and Development Account in the State Transportation Fund to be used toward the eight hundred seventy-five million dollars (\$875,000,000) state contribution. If the contribution in subparagraph (A) of paragraph (6) exceeds three hundred seventy million dollars (\$370,000,000), it is the intent that the amount from the Transit Capital Improvement Program shall be reduced by an amount that is equal to that excess.

(8) (A) The funds necessary to meet principal obligations of not less than six hundred forty-two million dollars (\$642,000,000) from the state's share of the federal Highway Bridge Replacement and Rehabilitation (HBRR) Program.

(B) If the project costs exceed four billion six hundred thirty-seven million dollars (\$4,637,000,000), the department may program not more than four hundred forty-eight million dollars (\$448,000,000) in project savings or other available resources from the Interregional Transportation Improvement Plan, the State Highway Operation Protection Plan, or federal bridge funds for that purpose.

(C) None of the funds identified in subparagraph (B) may be expended for any purpose other than the conditions and design features described in paragraph (9).

(9) The estimated cost of replacing the San Francisco-Oakland Bay Bridge listed in subparagraph (H) of paragraph (4) of subdivision (a) is based on the following conditions:

(A) The new bridge shall be located north adjacent to the existing bridge and shall be the Replacement Alternative N-6 (preferred) Suspension Structure Variation, as specified in the Final Environmental Impact Statement, dated May 1, 2001, submitted by the department to the Federal Highway Administration.

(B) The main span of the bridge shall be in the form of a single tower cable suspension design and shall be the Replacement Alternative N-6 (preferred) Suspension Structure Variation, as specified in the Final Environmental Impact Statement, dated May 1, 2001, submitted by the department to the Federal Highway Administration.

(C) The roadway in each direction shall consist of five lanes,

each lane will be 12 feet wide, and there shall be 10-foot shoulders as an emergency lane for public safety purposes on each side of the main-traveled way.

(c) If the actual cost of retrofit or replacement, or both retrofit and replacement, of toll bridges is less than the cost estimate of four billion six hundred thirty-seven million dollars (\$4,637,000,000), there shall be a reduction in the amount provided in paragraph (4) of subdivision (b) equal to the proportion of total funds committed to complete the projects funded from funds generated from paragraph (4) of subdivision (b) as compared to the total funds from paragraphs (6), (7), and (8) of subdivision (b), and there shall be a proportional reduction in the amount specified in paragraph (8) of subdivision (b).

(d) (1) The department shall report annually to the Legislature and the Governor as to the amount of funds used for that purpose from each source specified in subdivision (b) and submit an updated cost estimate. Upon substantial completion of the seismic retrofit work of the state-owned toll bridges, the department shall submit a final report, prepared by an independent accounting firm, identifying the sources and uses of the funds. That report shall serve as the basis for any proportional reduction in funding as specified in subdivision (c).

(2) If the department determines that the actual costs exceed the amounts identified in subparagraph (B) of paragraph (8) of subdivision (b), the department shall report to the Legislature within 90 days from the date of that determination as to the difference and the reason for the increase in costs.

(e) Notwithstanding any other provision of law, the commission shall adopt fund estimates consistent with subdivision (b) and provide flexibility so that state funds can be made available to match federal funds made available to regional transportation planning agencies.

(f) For the purposes of this section, "principal obligations" are the amount of funds generated, either in cash, obligation authority, or the proceeds of a bond or other indebtedness.

SEC. 2. Section 188.51 is added to the Streets and Highways Code, to read:

188.51. (a) If the department utilizes its authority under Chapter 4 (commencing with Section 14550) of Part 5.3 of Division 3 of the Government Code to issue federal highway grant anticipation notes (GARVEE Bonds) from the state share of federal obligation authority to fund the projects identified in subdivision (a) of Section 188.5, Section 14553.6 of the Government Code shall not apply.

(b) State expenditures for the purposes of subdivision (a) shall not exceed 5 percent of the annual amount of federal obligation authority received by the state for a period determined by the department.

SEC. 3. Section 31010 of the Streets and Highways Code is amended to read:

31010. (a) There is hereby imposed a seismic retrofit surcharge equal to one dollar (\$1) per vehicle for passage on the bay area bridges, except for vehicles that are authorized toll-free passage on these bridges.

(b) Funds generated by subdivision (a) may not be used to repay nontoll revenues committed to fund projects identified in paragraph (2) of subdivision (a) of Section 188.5. Following the date of the submission of the final report required in subdivision (d) of Section 188.5, funds generated pursuant to subdivision (a) that are in excess of those needed to meet the toll commitment as specified by

paragraph (4) of subdivision (b) of Section 188.5, including annual debt service payments, if any, required to support the commitment, and other elements required to meet the obligations of the department's financing plan, shall be available to the authority for funding, consistent with Sections 30913 and 30914, the purposes and projects described in those sections. The department shall transfer to the authority on an annual basis the funds made available to the authority under this subdivision upon receiving notification from the authority that the governing board of the authority has passed a resolution, by majority vote, requesting that transfer.

(c) There shall be no increase in tolls beyond the level identified in subdivision (a) for the purposes identified in paragraph (4) of subdivision (a) of Section 188.5, except that the department shall have the authority to increase the seismic retrofit surcharge for debt service purposes only if the bank finds and the Department of Finance confirms that both of the following apply:

(1) Extraordinary circumstances exist that jeopardize the payment of debt service for which toll revenues are authorized, and all other financial resources for meeting toll commitments have been exhausted.

(2) Bonds issued under Chapter 4.3 (commencing with Section 30950) shall not be impaired solely by action taken under this section, as evidenced by confirmation of the then existing ratings on those bonds, by the rating agencies then rating the bonds.

(d) The department shall extend the term of the financing plan developed under Section 31071, for the purposes of funding the projects described in Sections 30913 and 30914, for a period of not more than 30 years commencing on January 1, 2008, if both of the following conditions apply:

(1) The authority submits a request for the extension to the department on or before October 15, 2001, or on a later date requested by the authority and approved by the director.

(2) The Director of Transportation determines that the extension would satisfy the financial requirements of the federal Department of Transportation.

(e) This section shall remain in effect only until the date that the California Transportation Commission notifies the Secretary of State that sufficient funds have been generated to meet the obligations identified in paragraph (4) of subdivision (b) of Section 188.5, and repayment of any outstanding debt secured by tolls, and as of that date is repealed. The California Transportation Commission shall provide the notice described in this subdivision upon making the determination set forth in this subdivision.

SEC. 4. Section 31050 of the Streets and Highways Code is repealed.

SEC. 5. Chapter 4.6 (commencing with Section 31070) is added to Division 17 of the Streets and Highways Code, to read:

CHAPTER 4.6. STATE-OWNED TOLL BRIDGE SEISMIC RETROFIT FINANCING ACT OF 2001

31070. The Legislature hereby finds and declares all of the following:

(a) Following the 1989 Loma Prieta earthquake, legislation was enacted to make seismic safety a top transportation priority in this state. In the wake of the Northridge earthquake of 1994, when nine major freeway bridges were destroyed and 11 major highways were closed, seismic retrofit of the state's bridges and highways again became the number one priority on the state's transportation agenda.

(b) In 1996, voters approved Proposition 192, a two billion dollar (\$2,000,000,000) bond measure for state highway seismic retrofit. This funding measure includes the costs of retrofitting seven state-owned toll bridges, five in the San Francisco-Oakland Bay area and two in southern California. Replacement costs for the eastern span of the San Francisco-Oakland Bay Bridge were factored in as well.

(c) Subsequent to the adoption of Proposition 192, new cost estimates by the department increase the toll bridge retrofit program from six hundred fifty million dollars (\$650,000,000) to two billion six hundred million dollars (\$2,600,000,000). To address this increase, the Legislature enacted legislation in 1997, establishing the compromise of a 50/50 funding agreement between the state and local toll payers to finance all state-owned bridges in the San Francisco-Oakland Bay area, Los Angeles, and San Diego.

(d) It is the further intent of the Legislature that the department address the funding deficiency through a combination of financing options. These options may or may not include obtaining a loan under the federal Transportation Infrastructure Finance and Innovation Act of 1998 (P.L. 105-178), a program authorized by the Congress of the United States in 1998 to provide credit assistance for large transportation projects.

(e) Other financing options include revenue bonds and commercial paper should be issued under the authority of the California Infrastructure and Economic Development Financing Bank, the California Transportation Commission, or other, appropriate entity.

31070.5. For the purposes of this chapter, the following terms have the following meanings, unless the context requires otherwise:

(a) "Authority" means the Bay Area Toll Authority established under Section 30950.

(b) "Account" means the Toll Bridge Seismic Retrofit Account established in the State Transportation Fund under Section 188.12.

(c) "Bank" means the California Infrastructure and Economic Development Bank established under Section 63021 of the Government Code.

(d) "Bay area bridges" means the state-owned toll bridges in the region within the area of the jurisdiction of the Metropolitan Transportation Commission.

(e) "Bonds" has the meaning defined in subdivision (e) of Section 63010 of the Government Code.

(f) "Department" means the Department of Transportation.

(g) "TIFIA" means the federal Transportation Infrastructure Finance and Innovation Act of 1998 (P.L. 105-178).

(h) "Toll surcharge" means the seismic retrofit surcharge imposed under Section 31010.

31070.7. The department has full and sole responsibility for completion of all seismic retrofit projects on the bay area bridges.

31071. (a) The department may enter into financing agreements with the bank for the purpose of borrowing funds to finance or refinance the seismic retrofit project costs identified in paragraph (4) of subdivision (a) of Section 188.5. The bank may issue bonds for this purpose, pursuant to the authority granted to it under Chapter 5 (commencing with Section 63070) of Chapter 2 of Division 1 of Title 6.7 of the Government Code, and deposit the proceeds from the bonds into the account. The amount of borrowing may be increased to fund necessary reserves, capitalized interest, interim bonds, including, but not limited to, commercial paper, costs of issuance, and administrative, financial legal and incidental services related to the bonds. The department shall pursue the most cost-effective

and efficient financing plan for the bridge work identified in paragraph (4) of subdivision (a) of Section 188.5.

(b) To the extent provided in the governing documents, each of the bonds issued under this section shall be payable from, and secured by, all or a portion of the toll surcharge revenue in the account and the assets in that account.

(c) Prior to the issuance of bonds payable from the toll surcharge, the bank shall confirm that bonds issued under Chapter 4.3 (commencing with Section 30950) shall not be impaired solely by action taken under this section, as evidenced by confirmation of the then existing ratings on these bonds, by the rating agencies then rating the bonds.

31071.3. Notwithstanding any other provision of law, during the construction period, all revenues generated from the toll surcharge shall be available to the department only for the construction and financing purposes of the toll bridge seismic retrofit program.

31071.5. (a) Bonds issued under this chapter may not be deemed to constitute a debt or liability of the state or of any political subdivision thereof, other than the bank, or a pledge of the faith and credit of the state or of any political subdivision thereof, but shall be payable solely from the account, and the assets of the account, and the security provided by the account. All bonds issued under this chapter shall contain on the face of the bonds a statement to this effect.

(b) Notwithstanding any other provision of law, Article 3 (commencing with Section 63040) of, Article 4 (commencing with 63042) of, and Article 5 (commencing with Section 63043) of Chapter 2 of Division 1 of Title 6.7 of the Government Code do not apply to any financing provided by the bank to, or at the request of, the department in connection with the account.

31072. Any federal funds received by the department as a direct loan or line of credit under TIFIA are hereby appropriated to the department for transfer to the account for the purposes of that account.

31073. The department may make the loans and transfers authorized under Section 14556.7 of the Government Code and Section 188.14 to provide adequate cash flow for obligation service requirements resulting from the financing authority provided under Sections 31071 and 31072.

SEC. 6. This act shall not be construed to negatively impact any project that is programmed prior to January 1, 2002, in the state transportation improvement program.

BILL NUMBER: ACA 4 CHAPTERED  
BILL TEXT

RESOLUTION CHAPTER 87  
FILED WITH SECRETARY OF STATE JULY 26, 2001  
ADOPTED IN ASSEMBLY JULY 23, 2001  
ADOPTED IN SENATE JULY 22, 2001  
AMENDED IN SENATE JULY 21, 2001  
AMENDED IN SENATE JULY 20, 2001  
AMENDED IN ASSEMBLY APRIL 18, 2001

INTRODUCED BY Assembly Members Dutra and Longville  
(Principal coauthors: Senators Murray and Karnette)  
(Coauthors: Senators Alarcon, Alpert, Costa, Figueroa, and Machado)

FEBRUARY 22, 2001

Assembly Constitutional Amendment No. 4--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by adding Article XIXB thereto, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 4, Dutra. Transportation funding: sales and use tax revenues.

The Sales and Use Tax Law imposes a tax on the gross receipts from the sale in this state of, or the storage, use, or other consumption in this state of, tangible personal property. That law requires revenues derived from those taxes to be deposited in the Retail Sales Tax Fund. Existing law requires the balance of that fund remaining after various specified allocations to be allocated to the General Fund.

This measure would, for the 2003-04 fiscal year and each fiscal year thereafter, require all moneys that are collected during the fiscal year under the Sales and Use Tax Law, with respect to the sale or use of motor vehicle fuel, and that are required to be transferred to the General Fund pursuant to that law, to instead be transferred to the Transportation Investment Fund. This measure would, for the 2003-04 to 2007-08 fiscal years, inclusive, require moneys in that fund to be allocated for transportation purposes as provided in a specified statute. This measure would, for the 2008-09 fiscal year and each fiscal year thereafter, require moneys in the fund to be allocated only for transportation purposes specified by this measure, and would specify the allowable percentage amount to be allocated for each specified transportation purpose.

This measure would allow the Legislature to suspend or modify these requirements under certain circumstances, if the act so providing is approved by 2/3 of the entire membership of each house of the Legislature.

WHEREAS, California's continuing economic prosperity and quality of life depend, in no small part, upon an expansive and efficient

transportation system; and

WHEREAS, The need to maintain, expand, and improve California's multimodal transportation system increases as California continues to grow; and

WHEREAS, Public investment in transportation has failed to keep pace with California's growth, and additional fiscal resources are needed simply to maintain, much less expand, California's transportation system; and

WHEREAS, The failure to address California's transportation funding needs will drain economic vitality, compromise public safety, and erode quality of life; and

WHEREAS, It is now necessary to address California's transportation problems by providing additional state funding, in a manner that protects existing constitutional guarantees set forth in Section 8 of Article XVI of the California Constitution, for the funding of public education; now, therefore, be it

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2001-02 Regular Session commencing on the fourth day of December 2000, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California that the Constitution of the State be amended by adding Article XIXB thereto, to read:

ARTICLE XIXB

MOTOR VEHICLE FUEL SALES TAX REVENUES AND TRANSPORTATION IMPROVEMENT FUNDING

SECTION 1. (a) For the 2003-04 fiscal year and each fiscal year thereafter, all moneys that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to the Transportation Investment Fund, which is hereby created in the State Treasury.

(b) (1) For the 2003-04 to 2007-08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on the operative date of this article.

(2) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated solely for the following purposes:

(A) Public transit and mass transportation.

(B) Transportation capital improvement projects, subject to the laws governing the State Transportation Improvement Program, or any successor to that program.

(C) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by cities, including a city and county.

(D) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by counties, including a city and county.

(c) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, as follows:

(A) Twenty percent of the moneys for the purposes set forth in subparagraph (A) of paragraph (2) of subdivision (b).

(B) Forty percent of the moneys for the purposes set forth in subparagraph (B) of paragraph (2) of subdivision (b).

(C) Twenty percent of the moneys for the purposes set forth in subparagraph (C) of paragraph (2) of subdivision (b).

(D) Twenty percent of the moneys for the purpose set forth in subparagraph (D) of paragraph (2) of subdivision (b).

(d) The transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if both of the following conditions are met:

(1) The Governor has issued a proclamation that declares that the transfer of revenues pursuant to subdivision (a) will result in a significant negative fiscal impact on the range of functions of government funded by the General Fund of the State.

(2) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the transfer of revenues pursuant to subdivision (a), provided that the bill does not contain any other unrelated provision.

(e) The Legislature may enact a statute that modifies the percentage shares set forth in subdivision (c) by a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the moneys described in subdivision (a) are expended solely for the purposes set forth in paragraph (2) of subdivision (b).

**TEA-21 Pre-Cycle STP**  
(1997/1998 and 1998/1999) adopted June, 1996  
**Project Delivery Status - Extensions**  
as of: December 31, 2000

**DEADLINE EXTENSIONS**

Agency	TIP ID	EA	Federal Proj No.	Project Title	Program Amount	Completed Obligations	% Oblig.	Oblig. Date	Project Savings	Balance Remaining	MTC Oblig. Deadline
<b>ALAMEDA</b>											
City of Fremont	ALA991008	04-923422	STPL-5322(021)	City of Fremont Pavement Rehabilitation (\$1,271,000 + \$2,441,000)	\$1,271,000	\$1,271,000	100%	09/18/00		\$0	04/01/2001
City of Dublin	ALA991076		STPL-5432(010)	Alamo Canal Bicycle Path from Amador Valley Blvd	\$175,000		0%			\$175,000	04/01/2001
Caltrans	ALA978027		8024	262/880/Warren Blvd Interchange Reconstruction	\$500,000		0%			\$500,000	04/01/2001
<b>CONTRA COSTA</b>											
City of Brentwood	CC-979030	04-923253	STPL-5300(001)	Walnut Blvd Widening and Reconstruction in Brentwood	\$1,300,000	\$146,075	11%	09/14/99		\$1,153,926	04/01/2001
City of Brentwood	CC-979048	04-923253	STPL-5300(001)	State Route 4 (Brentwood Blvd) Widening and Reconstruction	\$1,200,000	\$146,074	12%	09/14/99		\$1,053,927	04/01/2001
<b>MARIN</b>											
County of Marin	MRN991030		5927	North San Pedro/Civic Center Dr. Left Turn Lanes and Intersection Imj	\$300,000		0%			\$300,000	04/01/2001
<b>NAPA</b>											
City of Napa	NAP970005		5042	Trancas Route 29 Multimodal Facility	\$563,000	\$0	0%			\$563,000	04/01/2001
<b>SAN FRANCISCO</b>											
County of San Francisco	SF-991028		5934	Pedestrian Crossing Protection	\$100,000		0%			\$100,000	04/01/2001
<b>SAN MATEO</b>											
County of San Mateo	SM-991096		5935	Pescadero Road Rehabilitation between Alpine Road and Wurr Road	\$300,000	\$0	0%			\$300,000	04/01/2001
<b>SANTA CLARA</b>											
					\$0	\$0	0%			\$0	
<b>SOLANO</b>											
					\$0	\$0	0%			\$0	
<b>SONOMA</b>											
City of Sebastopol	SON991009		5123	Up-To Three Streets in Sebastopol - Overlay	\$53,000		0%			\$53,000	04/01/2001
City of Cotati	SON970029		5383	Cotati Old Redwood Highway Improvements	\$154,000		0%			\$154,000	04/01/2001
County of Sonoma	SON991054	04-923453	STPL-5920(066)	Stony Point Road - Overlay	\$465,000	\$465,000	100%	09/11/00		\$0	04/01/2001
<b>TEA-21 'Pre-Cycle' Projects with Obligation Deadline Extended to April 1, 2001 TOTAL:</b>					<b>\$6,381,000</b>	<b>\$2,028,148</b>	<b>32%</b>			<b>\$4,352,852</b>	<b>68%</b>



FY1999-2000 ALLOCATION EXTENTIONS

**METROPOLITAN TRANSPORTATION COMMISSION  
- STATE TRANSPORTATION IMPROVEMENT PROGRAM -  
FY 1999-2000 Programmed Funds Receiving Allocation Deadline Extensions  
SB45 Allocation Timely Use of Funds Report**

DIST	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	as of: December 31 2000	ENV	PS&E	R/W	CON	TOTAL	FY 99/00 ALLOCATION STATUS	
DOQ	EA	FED PROJ NO.	PROJECT TITLE											
04	ALA	2108	ALA990012	RAIL	Capitol Corridor Joint Powers Authority	FY 99/00 Prog:				450,000	3,625,000	4,075,000	Allocation Extension Approved 05/11/00 (20-month Extension for \$4,075,000 to 02/28/02)	
ALAMEDA				New Oakland Coliseum Intercity Rail Station	Allocated:									
98	STIP	R538SB			ITIP \$3,150,000	Allocation Date:								
						Remaining Balance:			450,000	3,625,000		4,075,000		
04	ALA	2203	ALA99SA02	LA	City of Albany	FY 99/00 Prog:		250,000			2,250,000	2,500,000	ALLOCATED	
ALAMEDA			RPSTPL-5178(004)		Buchanan/East Shore/Route 80 Interchange Improvements	Allocated:		250,000			2,250,000	2,500,000		
99	STIP	181451			Harry Hecht (510) 528-5716	Allocation Date:		02/07/00			12/06/00			Allocation Extension Approved 05/11/00 (6-month Extension for \$2,250,000 to 12/31/00)
					ALLOCATED	Remaining Balance:							ALLOCATED	
04	ALA	2114	ALA990021	LA	City of Dublin	FY 99/00 Prog:	144,000	267,000	220,000			631,000	Allocation Extension Approved 05/11/00 (12-month Extension for \$220,000 to 06/30/01)	
ALAMEDA			RPSTPL-5432(006)		Dublin Blvd Widening	Allocated:	144,000	267,000				411,000		
98	STIP	0U0601			Lee Thompson	Allocation Date:	01/20/00	04/20/00						
					ALLOCATED	Remaining Balance:			220,000			220,000		
04	ALA	2191	ALA99SA12	LA	City of Oakland	FY 99/00 Prog:		116,000		1,135,000		1,251,000	ALLOCATED	
ALAMEDA			RPSTPL-5012(042)		Third Street Extension	Allocated:		116,000		1,135,000		1,251,000		
98	STIP	0U5701			Wladimir Wlассowsky (510) 238-8383	Allocation Date:		02/10/00		08/23/00				Allocation Extension Approved 06/15/00 (4-month Extension for \$1,135,000 to 10/31/00)
					ALLOCATED	Remaining Balance:							ALLOCATED	
04	ALA	2159	MTC990004	LA	Metropolitan Transportation Commission	FY 99/00 Prog:				1,294,000		1,294,000	Allocation Extension Approved 05/11/00 (20-Month Extension for \$1,547,000 to 02/28/02) Balance of Funds Lapsed: \$37,000 (CMAQ Match)	
ALAMEDA					CMAQ Match Reserve - Alameda County	Allocated:								
98	STIP	0U0201				Allocation Date:								
						Remaining Balance:				1,294,000		1,294,000		
04	ALA	2194	ALA99SA15	LA	Port of Oakland	FY 99/00 Prog:				730,000		730,000	ALLOCATED	
ALAMEDA			RPL-6057(007)		Embarcadero Street, Clay to Franklin, Rehabilitation	Allocated:				730,000		730,000		
99	STIP	072374				Allocation Date:				11/30/00				Allocation Extension Approved 06/15/00 (6-month Extension for \$730,000 to 12/31/00)
					ALLOCATED	Remaining Balance:							ALLOCATED	
04	CC	2161	MTC990004	LA	Metropolitan Transportation Commission	FY 99/00 Prog:							ALLOCATED	
CONTRA COSTA					CMAQ Match Reserve - Contra Costa County	Allocated:								
98	STIP	0U1001				Allocation Date:								Allocation Extension Approved 06/15/00 (20-month Extension for \$156,000 to 02/28/02) Balance of Funds Lapsed: \$420,000 (CMAQ Match)
					ALLOCATED	Remaining Balance:							ALLOCATED	
04	SCL	880 0017B	SCL977001	CTCO	Caltrans	FY 99/00 Prog:				18,336,000		18,336,000	Allocation Extension Approved 06/15/00 (12-month Extension for \$18,336,000 to 06/30/01)	
SANTA CLARA					Dixon Landing Road Interchange Modification	Allocated:								
8A	STIP	113530			Pat Pang/R.Tsung (510) 288-5295	Allocation Date:								
						Remaining Balance:				18,336,000		18,336,000		
04	SCL	2188	MTC990004	LA	Metropolitan Transportation Commission	FY 99/00 Prog:							ALLOCATED	
SANTA CLARA					CMAQ Match Reserve - Santa Clara County	Allocated:								
96	STIP	0U1701				Allocation Date:								Allocation Extension Approved 05/11/00 (6-Month Extension for \$1,408,000 to 12/31/00) Balance of Funds Lapsed: \$43,000 (CMAQ Match)
					ALLOCATED	Remaining Balance:							ALLOCATED	
04	SOL	2170	MTC990004	LA	Metropolitan Transportation Commission	FY 99/00 Prog:				207,000		207,000	Allocation Extension Approved 05/11/00 (15-month Extension for \$207,000 to 09/30/01) Balance of Funds Lapsed: \$62,000 (CMAQ Match)	
SOLANO					CMAQ Match Reserve - Solano County	Allocated:								
98	STIP	0U1901				Allocation Date:								
						Remaining Balance:				207,000		207,000		

**METROPOLITAN TRANSPORTATION COMMISSION  
 - STATE TRANSPORTATION IMPROVEMENT PROGRAM -  
 FY 1999-2000 Programmed Funds Receiving Allocation Deadline Extensions  
 SB45 Allocation Timely Use of Funds Report**

DIST CO RTE PPNO TIP ID ELEM RESPONSIBLE AGENCY					as of: December 31 2000					FY 99/00 ALLOCATION STATUS		
DOC	EA	FED PROJ NO.	PROJECT TITLE		ENV	PS&E	R/W	CON	TOTAL			
04	SOL	5301	SOL990004	LA	Solano Transportation Authority							ALLOCATED  Allocation Extension Approved 06/15/00 (2-month Extension for \$241,000 to 08/31/00)
FY 99/00 Prog:					241,000				241,000			
SOLANO 98 STIP 0T2101 John Harris (707) 438-0653					Allocated:	241,000			241,000			
RPSTPL-6249(004) Solano I-80 Reliever Route					Allocation Date:	07/20/00						
ALLOCATED					Remaining Balance:					ALLOCATED		
<b>Region Totals</b>					<b>11</b>	FY 99/00 Prog:	385,000	633,000	670,000	27,577,000	29,265,000	
						Allocated:	385,000	633,000		4,115,000	5,133,000	
						Vote Savings (Increase):						
						Remaining Balance:			670,000	23,462,000	24,132,000	

FY 2001-2002  
TUF ALLOCATION DEADLINE REPORT

**METROPOLITAN TRANSPORTATION COMMISSION**  
**- STATE TRANSPORTATION IMPROVEMENT PROGRAM-**  
**FY 2001-02 Programmed Funds Requiring Allocation by June 30, 2002**  
**SB45 Allocation Timely Use of Funds Report**

DIST	CO	RTE	PPNQ	TIP ID	ELEM	RESPONSIBLE AGENCY	STIP Funds Requiring Allocation by June 30, 2002					FY 01/02 STATUS		
							DOC	EA	FED PROJ NO.	PROJECT TITLE	as of: January 31, 2001		ENV	PS&E
<b>County: ALAMEDA</b>														
04 ALA	2113		ALA990020	MT		Alameda Contra Costa Transit District						658,000	658,000	
						AC Transit Bus Engine and Transmission Rehab	FY 01/02 Prog:							
ALAMEDA							Allocated:							
98 STIP							Allocation Date:							
						RTIP \$2,638,000,0	Remaining Balance:					658,000	658,000	
04 ALA	2113A		ALA990020	MT		Alameda Contra Costa Transit District						628,000	628,000	
						AC Transit Bus Engine and Transmission Rehab	FY 01/02 Prog:							
ALAMEDA							Allocated:							
99 STIP							Allocation Date:							
						RTIP \$3,839,000,0	Remaining Balance:					628,000	628,000	
04 ALA	2179		ALA99SA01	LA		Alameda County Congestion Management Agency				100,000			100,000	
						Alameda County - Planning, Programming and Monitoring	FY 01/02 Prog:							
ALAMEDA							Allocated:							
99 STIP 0U8701							Allocation Date:							
Frank Furger							Remaining Balance:			100,000			100,000	
						RTIP \$512,000,00	Remaining Balance:			100,000			100,000	
04 ALA	2103		BRT990002	MT		Bay Area Rapid Transit District				1,730,000			1,730,000	
						BART Oakland Airport Connector	FY 01/02 Prog:							
ALAMEDA							Allocated:							
98 STIP R735SA							Allocation Date:							
						RTIP \$5,730,000,0	Remaining Balance:			1,730,000			1,730,000	
04 ALA	80	0054C	ALA978022	CTCO		Caltrans						383,000	383,000	
						Port of Oakland Viaduct to Powell St Environmental Mitigation	FY 01/02 Prog:							
ALAMEDA							Allocated:							
94 STIP 181731							Allocation Date:							
Lyle Oehler						GF RIP \$383,000,00	Remaining Balance:			383,000			383,000	
04 ALA	80	0053I	ALA979035	CTCO		Caltrans						1,251,000	1,251,000	
						Powell to Contra Costa Co. Replacement Planting	FY 01/02 Prog:							
ALAMEDA							Allocated:							
6A STIP 181631							Allocation Date:							
Lyle Oehler						GF RIP \$829,000,00	Remaining Balance:			1,251,000			1,251,000	
						RTIP \$422,000,00	Remaining Balance:			1,251,000			1,251,000	
04 ALA	238	0095B	ALA977007	CTCO		Caltrans						15,381,000	15,381,000	
						Hayward Bypass	FY 01/02 Prog:							
ALAMEDA							Allocated:							
92 STIP 15540G							Allocation Date:							
						SPECIAL \$15,381,000,	Remaining Balance:			15,381,000			15,381,000	
04 ALA	580	0134C	ALA977041	CTCO		Caltrans						16,767,000	16,767,000	
						Hayward Bypass	FY 01/02 Prog:							
ALAMEDA							Allocated:							
8A STIP 410951							Allocation Date:							
Bob Anderson/Tony Wong						SPECIAL \$16,767,000,	Remaining Balance:			16,767,000			16,767,000	
04 ALA	580	0054H	ALA991087	CTCO		Caltrans						111,000	111,000	
						Central Avenue Required Mitigation Planting	FY 01/02 Prog:							
ALAMEDA							Allocated:							
94 STIP 181771							Allocation Date:							
Lyle Oehler						GF RIP \$111,000,00	Remaining Balance:			111,000			111,000	
04 ALA	880	0016F	ALA978027	CTCO		Caltrans						23,960,000	23,960,000	
						Alameda I-880 - HOV Lanes from Santa Clara Co. to Alvarado/Niles	FY 01/02 Prog:							
ALAMEDA							Allocated:							
92 STIP 233220							Allocation Date:							
Emily Landin-Lowe						GF RIP \$23,960,000,	Remaining Balance:			23,960,000			23,960,000	

NOTE: This report lists STIP funds programmed in FY 2001-2002 which require allocation by June 30, 2002. The report excludes funds not subject to the FY 2001-2002 - June 30, 2002 allocation Timely Use of Funds Deadline (such as Caltrans R/W and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 2001-2002 are noted as "Voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.

**METROPOLITAN TRANSPORTATION COMMISSION**  
**- STATE TRANSPORTATION IMPROVEMENT PROGRAM -**  
**FY 2001-02 Programmed Funds Requiring Allocation by June 30, 2002**  
**SB45 Allocation Timely Use of Funds Report**

DIST	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	STIP Funds Requiring Allocation by June 30, 2002					FY 01/02 STATUS	
							as of: January 31, 2001	ENV	PS&E	R/W	CON		TOTAL
DOC	EA	FED PROJ NO.	PROJECT TITLE										
<b>County: ALAMEDA</b>													
04	ALA	2114	ALA990021	LA	City of Dublin	FY 01/02 Prog:					1,869,000	1,869,000	
ALAMEDA			RPSTPL-5432(006)		Dublin Blvd Widening	Allocated:							
	98	STIP	0U0601			Allocation Date:							
Lee Thompson						RTIP \$2,500,000,0	Remaining Balance:				1,869,000	1,869,000	
04	ALA	580	0119G	ALA010008	LA	City of Dublin	FY 01/02 Prog:				4,700,000	4,700,000	
ALAMEDA					I-580 / Tassajara Road Interchange Improvements	Allocated:							
	00	STIP	257700			Allocation Date:							
Ferd Del Rosario						RTIP \$4,700,000,0	Remaining Balance:				4,700,000	4,700,000	
04	ALA	1019	ALA991038	LA	City of Fremont	FY 01/02 Prog:					2,441,000	2,441,000	
ALAMEDA					City of Fremont Various Streets Pavement Overlay	Allocated:							
	00	STIP				Allocation Date:							
John Barron						RTIP \$2,441,000,0	Remaining Balance:				2,441,000	2,441,000	
04	ALA	2109	ALA990014	LA	City of Fremont	FY 01/02 Prog:					4,441,000	4,441,000	
ALAMEDA			RPL-5322(020)		Washington Blvd and Paseo Padre Parkway Grade Separations	Allocated:							
	98	STIP	0U0501			Allocation Date:							
						RTIP \$28,173,000,0	Remaining Balance:				4,441,000	4,441,000	
04	ALA	2189	ALA99SA10	LA	City of Livermore	FY 01/02 Prog:					732,000	732,000	
ALAMEDA					East Stanley Blvd Resurfacing	Allocated:							
	99	STIP				Allocation Date:							
						RTIP \$732,000,00	Remaining Balance:				732,000	732,000	
04	ALA	2190	ALA99SA11	LA	City of Livermore	FY 01/02 Prog:					1,169,000	1,169,000	
ALAMEDA					Portola Avenue Reconstruction	Allocated:							
	99	STIP				Allocation Date:							
						RTIP \$1,169,000,0	Remaining Balance:				1,169,000	1,169,000	
04	ALA	580	0115B	ALA990072	LA	City of Livermore	FY 01/02 Prog:				4,000,000	4,000,000	
ALAMEDA					I-580 / Isabel Avenue (Future Route 84) Interchange Phase 1	Allocated:							
	00	STIP	923157			Allocation Date:							
Dan Smith						RTIP \$4,000,000,0	Remaining Balance:				4,000,000	4,000,000	
04	ALA	2197	ALA99SA17	LA	City of Union City	FY 01/02 Prog:					820,000	820,000	
ALAMEDA					Various Union City Streets Rehabilitation	Allocated:							
	99	STIP				Allocation Date:							
						RTIP \$820,000,00	Remaining Balance:				820,000	820,000	
04	ALA	1015	ALA010003	LA	County of Alameda	FY 01/02 Prog:	500,000					500,000	
ALAMEDA					Alameda Crow Canyon Road Safety Improvements	Allocated:							
	00	STIP				Allocation Date:							
Art Carrera						RTIP \$950,000,00	Remaining Balance:	500,000				500,000	
04	ALA	2184	ALA99SA05	LA	County of Alameda	FY 01/02 Prog:					450,000	450,000	
ALAMEDA			RPL-5933(053)		Center/East Castro Valley/150th Streets Rehabilitation	Allocated:							
	99	STIP	0U4801			Allocation Date:							
Ferdinand Del Rosario						RTIP \$1,120,000,0	Remaining Balance:				450,000	450,000	

NOTE: This report lists STIP funds programmed in FY 2001-2002 which require allocation by June 30, 2002. The report excludes funds not subject to the FY 2001-2002 - June 30, 2002 allocation Timely Use of Funds Deadline (such as Caltrans R/W and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 2001-2002 are noted as "Voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.

**METROPOLITAN TRANSPORTATION COMMISSION  
- STATE TRANSPORTATION IMPROVEMENT PROGRAM -  
FY 2001-02 Programmed Funds Requiring Allocation by June 30, 2002  
SB45 Allocation Timely Use of Funds Report**

DIST	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	STIP Funds Requiring Allocation by June 30, 2002					FY 01/02 STATUS	
							as of: January 31, 2001	ENV	PS&E	R/W	CON		TOTAL
DQC	EA	FED PROJ NO.	PROJECT TITLE										
<b>County: ALAMEDA</b>													
04	ALA	2185	ALA99SA06	LA	County of Alameda	FY 01/02 Prog:					285,000	295,000	
ALAMEDA RPL-5933(060) Stanely Blvd Rehabilitation						Allocated:							
99 STIP 0U8201						Allocation Date:							
Ferdinand Del Rosario						RTIP \$389,000,00	Remaining Balance:				295,000	295,000	
04	ALA	2100	MTC990005	LA	Metropolitan Transportation Commission	FY 01/02 Prog:	87,000					87,000	
ALAMEDA PPM01-8084(048) Planning, Programming and Monitoring - MTC						Allocated:							
98 STIP 0U6501						Allocation Date:							
						RTIP \$517,000,00	Remaining Balance:	87,000				87,000	
<b>Alameda County Totals</b>						<b>Projects: 22</b>	FY 01/02 Prog:	887,000	1,730,000	8,441,000	71,815,000	82,473,000	
							Allocated:						
							Vote Savings (Increase):						
							Remaining Balance:	887,000	1,730,000	8,441,000	71,815,000	82,473,000	

NOTE: This report lists STIP funds programmed in FY 2001-2002 which require allocation by June 30, 2002. The report excludes funds not subject to the FY 2001-2002 - June 30, 2002 allocation Timely Use of Funds Deadline (such as Caltrans R/W and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 2001-2002 are noted as "Voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.



**METROPOLITAN TRANSPORTATION COMMISSION  
- STATE TRANSPORTATION IMPROVEMENT PROGRAM -  
FY 2001-02 Programmed Funds Requiring Allocation by June 30, 2002  
SB45 Allocation Timely Use of Funds Report**

DIST	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	STIP Funds Requiring Allocation by June 30, 2002					FY 01/02 STATUS
							as of: January 31, 2001	ENV	PS&E	R/W	CON	
DOC	EA	FED PROJ NO.	PROJECT TITLE									
<b>County: CONTRA COSTA</b>												
04	CC	2120	MTC990003	LA	Metropolitan Transportation Commission	FY 01/02 Prog:	347,000				347,000	STIP Amendment Requested to delete funding in FYs 01/02, 02/03 and 03/04
CONTRA COSTA RPL-8084(034) Regional Rideshare Program						Allocated:						
98 STIP 0U7901						Allocation Date:						
Pierce Gould RTIP \$1,997,000.0						Remaining Balance:	347,000				347,000	
04	CC	2161-12	CC99LC02	LA	West Contra Costa Transportation Advisory Committee	FY 01/02 Prog:		84,000			84,000	ALLOCATED
CONTRA COSTA CMAQ Match - Richmond Transit Village						Allocated:		84,000			84,000	
99 STIP 072044						Allocation Date:		11/02/00				
Lisa Hoqueboom RTIP \$97,000,000						Remaining Balance:					ALLOCATED	
<b>Contra Costa County Totals</b>						<b>Projects: 12</b>	FY 01/02 Prog:	451,000	2,500,000	58,134,000	59,085,000	
							Allocated:			138,000	138,000	
							Vote Savings (Increase):			138,000		
							Remaining Balance:	451,000	2,500,000	58,996,000	58,947,000	

NOTE: This report lists STIP funds programmed in FY 2001-2002 which require allocation by June 30, 2002. The report excludes funds not subject to the FY 2001-2002 - June 30, 2002 allocation Timely Use of Funds Deadline (such as Caltrans R/W and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 2001-2002 are noted as "Voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.









**METROPOLITAN TRANSPORTATION COMMISSION  
- STATE TRANSPORTATION IMPROVEMENT PROGRAM -  
FY 2001-02 Programmed Funds Requiring Allocation by June 30, 2002  
SB45 Allocation Timely Use of Funds Report**

DIST	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	STIP Funds Requiring Allocation by June 30, 2002					FY 01/02 STATUS
							as of: January 31, 2001	ENV	PS&E	R/W	CON	
DOC	EA	FED PROJ NO.	PROJECT TITLE									
County: <b>SAN MATEO</b>												
<b>San Mateo County Totals</b>						<b>Projects: 10</b>	FY 01/02 Prog: Allocated: Vote Savings (Increase):	47,000		22,016,000	22,063,000	
							<b>Remaining Balance:</b>	47,000		22,016,000	22,063,000	

NOTE: This report lists STIP funds programmed in FY 2001-2002 which require allocation by June 30, 2002. The report excludes funds not subject to the FY 2001-2002 - June 30, 2002 allocation Timely Use of Funds Deadline (such as Caltrans R/W and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 2001-2002 are noted as "Voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.





FY 2001-2002  
TUF ALLOCATION DEADLINE REPORT

**METROPOLITAN TRANSPORTATION COMMISSION**  
**- STATE TRANSPORTATION IMPROVEMENT PROGRAM -**  
**FY 2001-02 Programmed Funds Requiring Allocation by June 30, 2002**  
**SB45 Allocation Timely Use of Funds Report**

DIST	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY	STIP Funds Requiring Allocation by June 30, 2002					FY 01/02 STATUS	
							as of: January 31, 2001	ENV	PS&E	RAW	CON		TOTAL
DOC	EA	FED PROJ. NO.	PROJECT TITLE										
<b>County: SONOMA</b>													
04	SON	2172	MTC990004	LA	Metropolitan Transportation Commission	FY 01/02 Prog:					682,000	682,000	
SONOMA						Allocated:							
98 STIP 0U2001						Allocation Date:							
RTIP \$809,000,00						Remaining Balance:					682,000	682,000	
04	SON	2156	MTC990005	LA	Metropolitan Transportation Commission	FY 01/02 Prog:	32,000					32,000	
SONOMA						Allocated:							
98 STIP 0U6501						Allocation Date:							
PPM01-6084(048) Planning, Programming and Monitoring - MTC						Remaining Balance:	32,000					32,000	
RTIP \$187,000,00													
04	SON	2158	MTC990003	LA	Metropolitan Transportation Commission	FY 01/02 Prog:	168,000					168,000	
SONOMA						Allocated:							
98 STIP 072054						Allocation Date:							
RPL-6084(034) Regional Rideshare Program						Remaining Balance:	168,000					168,000	
Pierce Gould						RTIP \$970,000,00							
<b>Sonoma County Totals</b>						<b>Projects: 3</b>	FY 01/02 Prog:	200,000			682,000	882,000	
							Allocated:						
							Vote Savings (Increase):						
							Remaining Balance:	200,000			682,000	882,000	
<b>Region Totals</b>						<b>77</b>	FY 01/02 Prog:	3,194,000	3,210,000	13,391,000	301,401,000	321,196,000	
							Allocated:				138,000	138,000	
							Vote Savings (Increase):				138,000		
							Remaining Balance:	3,194,000	3,210,000	13,391,000	301,263,000	321,058,000	

NOTE: This report lists STIP funds programmed in FY 2001-2002 which require allocation by June 30, 2002. The report excludes funds not subject to the FY 2001-2002 - June 30, 2002 allocation Timely Use of Funds Deadline (such as Caltrans RAW and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 2001-2002 are noted as "Voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.



## **SB 45 Project Oversight Committee Meeting**

Friday April 28, 2000 -- 9:00 A.M.  
Contra Costa Transportation Authority Offices  
1340 Treat Boulevard, Suite 150  
Walnut Creek, California

### **NOTE: Early start of meeting before CMA Association**

#### **Agenda:**

1. Monthly SB45, AB1012 Status Reports (Ross McKeown) \* \*
2. Status of STIP Amendments and Extension Requests (Ross McKeown)
3. Caltrans and MTC Monthly Status Reports – No Items This Month
4. Extension Request Process (Rich Monroe) \*
5. STIP Technical Assistance Program (Ross McKeown) - Discussion
6. Other business
  - Information Sharing
  - Access to CTIPS

Next Meeting: Location to be determined

\* Attached

\*\* Will be handed out at the meeting

**NOTE:** Please call Ross McKeown (510-464-7842) or Mark Miletich (510-464-7814) if there are any questions on particular projects that should be discussed at the meeting.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

**DEPARTMENT OF TRANSPORTATION**

DESIGN AND LOCAL PROGRAMS  
1120 N STREET  
P. O. BOX 942874 MS 28  
SACRAMENTO, CA 94274-0001  
PHONE (916) 654-3858  
FAX (916) 654-5881



APR 15 2000

15 2000

March 7, 2000

METROPOLITAN PLANNING ORGANIZATIONS  
REGIONAL TRANSPORTATION PLANNING AGENCIES  
LOCAL TRANSPORTATION COMMISSIONS

Subject: Requests for Extensions Pursuant to Timely Use of Funds Rules

Dear Executive Directors:

The California Transportation Commission's (CTC) 1999 State Transportation Improvement Program (STIP) Guidelines adopted on August 18, 1999, and amended September 29, 1999, describe the provisions for timely use of funds imposed by passage of Senate Bill (SB) 45.

Each project has separate elements, with specific time limitations:

- Allocation: Funds that are programmed for all components of local grant projects or for Caltrans construction capital costs are available for allocation only until the end of the fiscal year identified in the STIP.
- Expenditure: Funds allocated for local project development or right of way costs must be expended by the end of the second fiscal year after the fiscal year in which the funds were allocated.
- Award: Funds allocated for construction or for purchase of equipment must be encumbered by the award of a contract within twelve months of the date of the allocation of funds.
- Completion: After the award of the contract, the local agency has up to 36 months to complete (accept) the contract. At the time of the fund allocation, the CTC may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

Approval by the CTC is required for any time extensions. The CTC may extend a delivery deadline at the request of a regional agency or the agency responsible for project delivery. However, the CTC may extend the deadline only once and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and the extension will in no event be for more than 20 months.



METROPOLITAN PLANNING ORGANIZATIONS  
REGIONAL TRANSPORTATION PLANNING AGENCIES  
LOCAL TRANSPORTATION COMMISSIONS

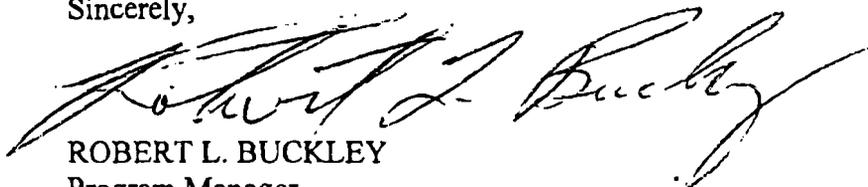
March 7, 2000

Page 2

**Requests for time extensions are the responsibility of the implementing agencies.** Requests must be reviewed and approved by the regional planning agency responsible for the programming of the project. Requests for extensions of the period of allocation, expenditure, award, and completion must be submitted to Caltrans district offices 60 days prior to the specific CTC meeting deadline for which the extension is requested. The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to that circumstance. **Caltrans' district offices must receive your time extension requests for allocations by April 23, 2000, in order to process the requests for projects with June 30, 2000 deadlines.**

The attached format is provided for your use in requesting time extensions and all information must be provided fully for your request to receive consideration. If you have specific areas of concern or questions on the attached request format, please contact Norma Ortega at (916) 653-6841 or CALNET 8-453-6841.

Sincerely,



ROBERT L. BUCKLEY  
Program Manager

Attachments

cc: District Directors  
District Division Chiefs for Local Assistance  
Cities and Counties

## INSTRUCTION FOR COMPLETION OF REQUEST FOR TIME EXTENSION STIP Local Highway Projects

This request for extension is initiated by the implementing agency, and prepared on their letterhead as a letter addressed to the District Local Assistance Engineer.

**Date:** Date of request preparation.

**PPNO:** Provide STIP project identifier. (Project programming number)

**Project # and EA:** These numbers will be available if the project has been allocated.

**Brief Description:** Provide a brief description of the project.

**Location:** Provide location of project.

**County:** County that project is located in.

**Assembly District:** Enter appropriate district number.

**Senate District:** Enter appropriate district number.

**Address:** Send letter to District Local Assistance Engineer assigned to this project.

**A. Project Description:** Use the original description of the project location and scope from the Project Nomination Sheet. Include amount programmed for the project, broken out by phase.

**B. Project element:** Check one box to indicate which element of the project needs to be extended.

**C. Phase (component) of project:** Check one box to indicate which phase of the project needs to be extended.

**D. Date summary:**

**Original deadline:** Indicate date that was originally set as the deadline.

**Number of months of Extension Requested:** Indicate in number of months the time needed for the extension.

**Extended Deadline:** Provide the new deadline, with extension incorporated.

**E. Reason for project delay:** In order to grant an extension, the CTC must find that "unforeseen and extraordinary circumstances beyond the control of the responsible agency have occurred which would justify the extension". The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months. This is where you need to have a clear description of the circumstances delaying the project that leaves no question to the CTC that the circumstances are "unforeseen and extraordinary" and directly relates the number of months of the extension to the delay.

**F. Status of project milestones/revised project milestones:** Provide information about the original milestone dates and the revised dates for Environmental Documents (CEQA and NEPA), Right of Way Certification, and Construction.

- G. Timely Use of Funds:** Provide which meeting your request should be heard or set a date that you need the approval. Refer to the CTC calendar posted on the web to determine the appropriate date, and keep in mind that Caltrans will need sixty days lead time to process the request prior to the CTC meeting.
- H. Local Agency Certification:** Provide information on whom is the responsible party to contact with questions regarding this project and obtain signature of approving official.
- I. Regional Transportation Planning Agency (RTPA)/Metropolitan Planning Organization (MPO)/County Transportation Commission (CTC) concurrence:** Obtain concurrence/approval from appropriate lead agency. Requests will not be processed without review and approval of the responsible RTPA/MPO/CTC official.
- J. Caltrans District Local Assistance Engineer Acceptance:** After reviewing the request for extension, the DLAE will sign off and forward the request to headquarters' for processing to the CTC for vote.

**REQUEST FOR TIME EXTENSION  
STIP Local Highway Projects**

*Local Agency Letterhead*

To: (DLAE Name)  
District Local Assistance Engineer  
Caltrans, Office of Local Assistance  
(District Address)

Date : \_\_\_\_\_  
PPNO: \_\_\_\_\_  
PROJECT #: \_\_\_\_\_  
EA: \_\_\_\_\_  
(Brief Project Description)  
(Location)  
(County)  
Assembly District: \_\_\_\_\_  
Senate District: \_\_\_\_\_

Dear (DLAE Name)

We request that the California Transportation Commission approve a request for a time extension for this project.

A. Project description:

(Enter description of project, location and scope from Project Nomination Sheet. Include programmed funding level by phase)

B. Project element for which extension requested: (check appropriate box)

Allocation       Expenditure       Award       Completion  
(contract acceptance)

C. Phase (component) of project: (check appropriate box)

Environmental       Plans, Specs. &       Right of       Construction  
Studies & Permits      Estimate      Way

D. Date summary

Original Deadline	Number of Months of Extension Requested	Extended Deadline

E. Reason for project delay

Indicate the reason for the project delivery delay. Specify the length of time the project will be delayed. The length of extension requested cannot exceed 20 months and must be directly attributed to the reason for delay specified.

Request for Time Extension (Local Highway Projects)

Page 2 of 2

F. Status of project milestones/revised project milestones

1) Completion of Environmental Document:

CEQA - Describe document type and date (original milestone date and revised date).

NEPA - Describe document type and date (original milestone date and revised date).

2) Right of Way Certification:

Indicate the date right of way was certified (or will be certified) for the project (original milestone date and revised date).

3) Construction:

Indicate the date the project will be ready to advertise or was advertised (original milestone date and revised date).

G. Timely Use of Funds

We request that the Commission approve this request at the \_\_\_\_\_ meeting, or by \_\_\_\_\_.

H. Local Agency Certification:

This Request for Time Extension has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the time extension has been approved. You may direct any questions to \_\_\_\_\_ at \_\_\_\_\_

(name)

(phone number)

Signature \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Agency/Commission: \_\_\_\_\_

I. Regional Transportation Planning Agency/County Transportation Commission Concurrence:

**Concurred**

Signature \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Agency/Commission: \_\_\_\_\_

J. Caltrans District Local Assistance Engineer Acceptance:

I have reviewed the information submitted on the Request for Time Extension and agree it is complete and has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program*.

Signature \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Attachments:

Distribution: (1) Original + 1 copy to DLAE (2) copy to Regional Planning Agency/County Transportation Commission

**TEA-21 Pre-Cycle STP**  
 (1997/1998 and 1998/1999) adopted June, 1996  
**Project Delivery Status**

**MTC Policy Requires Full Obligation by September 30, 2000**  
 as of: April 15, 2000

	Programmed		Obligated		Balance	
	Amount	Percent	Amount	Percent	Amount	Percent
Discretionary	\$48,463,020	52%	\$26,161,164	54%	\$22,301,856	46%
Guarantee	\$45,533,892	48%	\$22,282,365	49%	\$23,251,527	51%
<b>Total</b>	<b>\$93,996,912</b>	<b>100%</b>	<b>\$48,443,529</b>	<b>52%</b>	<b>\$45,553,383</b>	<b>48%</b>

**TEA-21 Pre-Cycle STP**  
 (1997/1998 and 1998/1999) adopted June, 1996  
**Local Streets Improvements**  
**Delivery Status**  
 Full Obligation Required by September 30, 2000

as of April 15, 2000

County	Programmed Amount	Obligated		Balance	
		Amount	Percent	Amount	Percent
Alameda	\$11,442,222	\$5,440,574	48%	\$6,001,648	52%
Contra Costa	\$1,717,215	\$531,363	31%	\$1,185,852	69%
Marin	\$1,716,000	\$129,708	8%	\$1,586,292	92%
Napa	\$711,000	\$226,000	32%	\$485,000	68%
San Francisco	\$3,049,400	\$2,673,317	88%	\$376,083	12%
San Mateo	\$576,740	\$273,527	47%	\$303,213	53%
Santa Clara	\$3,094,595	\$2,905,285	94%	\$189,310	6%
Solano	\$2,426,000	\$1,228,679	51%	\$1,197,321	49%
Sonoma	\$2,270,240	\$612,300	27%	\$1,657,940	73%
<b>Total</b>	<b>\$27,003,412</b>	<b>\$14,020,753</b>	<b>52%</b>	<b>\$12,982,659</b>	<b>48%</b>

TEA-21 Pre-Cycle  
Full Obligation Required by September 30, 2000  
as of April 14, 2000

TIP ID	EA	Federal Proj No.	FTA Grant #	Program	Type	Agency ID	Agency	Project Title	Program Amount	Amount Obligated	% Oblig.	Oblig. Date	Balance Remaining	% Remain.
ALAMEDA														
ALA979016	04-928515	STPL-5012(036)		STP-D	LSI	5012	City of Oakland	Hegenberger Rd Rehab (Doolittle to San Leandro St) and 73rd Ave (E. 14th to MacArthur)	\$4,007,000	\$354,120	9%	02/28/98	\$3,652,880	91%
ALA979017	04-928865	STPL-5012(039)		STP-D	LSI	5012	City of Oakland	E. 12th/San Leandro St. Realignment & Signal Interconnect (Fruitvale BART Transit Vial)	\$1,279,000	\$84,988	7%	08/25/98	\$1,194,012	93%
ALA979015	04-928518	STPLDB-5012(038)		STP-D	LSI	5012	City of Oakland	Rehabilitate 7th St from Cypress St. to Market and From M. L. King Jr. Way to Fallon St	\$1,066,000	\$1,066,785	100%	05/28/99	(\$785)	0%
ALA97AM31	04-928740	STPL-5041(014)		STP-D	LSI	5041	City of San Leandro	E. 14th Street / Mission Signale Improvements - (1997 RTSOP II)	\$199,125	\$155,746	78%	09/15/99	\$43,379	22%
ALA856025	04-928318	STPL-5050(008)	TIP Amend #1	STP-D	LSI	5050	City of Hayward	D'Brant from Grand to Second - Widening and improvements	\$0	\$43,379	0%	08/08/98	\$43,379	0%
ALA978003	04-923103	STPL-5050(012)		STP-D	LSI	5050	City of Hayward	Depot Road Railroad Crossing Improvement	\$431,000	\$119,674	28%	08/03/99	\$311,326	72%
ALA978033	Funds may be redirected to local Area/Local Route 84			STP-D	LSI	5053	City of Livermore	Holmes Street (SR 84) Interchange Improvements	\$418,000	\$0	0%		\$418,000	100%
ALA97AM30	89-28 Reprogrammed Funds to San Pablo SMART Corridor			STP-D	LSI	6067	City of Berkeley	Ashby-L. San Pablo Ave Signals - (1997 RTSOP III)	\$445,140	\$0	0%		\$445,140	100%
ALA990084	8273			STP-D	LSI	6273	Alameda CMA	San Pablo SMART Corridor	\$145,140	\$0	0%		\$145,140	100%
ALA955043	Project Deleted - Funds Transferred to 580/880 UC			STP-D	LSI	5432	City of Dublin	Dublin Blvd. Widening, Phase II	\$678,000	\$0	0%		\$678,000	100%
9780320	04-928484	STPLN-6068(001)		STP-D	LSI	5432	ACTA	Routes 580/880 Interchange Modification Improvements - Right of Way	\$578,000	\$578,000	100%	02/25/98	\$0	0%
ALA97AM29	04-928685	STPL-5833(048)		STP-D	LSI	5833	County of Alameda	Traffic Controller Upgrade - (1997 RTSOP III)	\$194,700	\$0	0%		\$194,700	100%
BRT975003	04-923257	STPL-6000(008)		STP-D	LSI	6000	BART	Rehabilitation of BART A & B Cars - Alameda County portion	\$2,279,000	\$2,279,000	100%	09/08/99	\$0	0%
ALA960039	04-928509	STPL-6002(006)	CA-90-X730	STP-D	LSI	8002	AC Transit	AC Transit Radio Sys. - Automatic Vehicle Monitoring/Location (AVM/AVL) (ALA portion)	\$2,256,000	\$2,256,000	100%	02/28/98	\$0	0%
ALA979013	04-928329	CML-6084(017)		STP-D	LSI	8084	MTC	Traffic Engineering Technical Assistance Program (TETAP) - Alameda County portion	\$75,000	\$75,000	100%	02/28/97	\$0	0%
MTC990002	04-928218	STPL-6003(012)	CA-90-X937	STP-D	LSI	8084	MTC	Regional Single Fare Collection System (Translink) - Alameda County portion	\$151,000	\$151,000	100%	08/27/99	\$0	0%
ALA97AM28	04-071814	STPL-6273(016)		STP-D	LSI	6273	Alameda CMA	Hesperian Blvd Interconnect - (1997 RTSOP III)	\$298,475	\$298,475	100%	12/20/99	\$0	0%
ALA97AM27	04-071824	STPL-6273(017)		STP-D	LSI	6273	Alameda CMA	San Pablo Corridor Improvements - (1997 RTSOP III)	\$189,390	\$189,390	100%	12/20/99	\$0	0%
Alameda County Discretionary Total:									\$13,584,830	\$7,649,557	56%		\$5,935,273	44%
ALBANY														
ALA970048	Funds redirected to 3 ADA projects and San Pablo Area			STP-G	LSI	6002	City of Oakland	Citywide ADA and Safety Improvements in Oakland	\$4,926,000	\$0	0%		\$4,926,000	100%
ALA980059	04-928407	STPL-5012(031)		STP-G	LSI	6002	City of Oakland	Signing and Striping	\$442,500	\$442,850	100%	05/18/99	(\$150)	0%
ALA980060	04-928408	STPL-5012(032)		STP-G	LSI	6002	City of Oakland	Curb Cuts	\$442,500	\$354,000	80%	08/03/99	\$88,500	20%
ALA990058	04-928409	STPL-5012(033)		STP-G	LSI	6002	City of Oakland	Citywide Sidewalk Repair	\$442,500	\$443,000	100%	06/23/99	(\$500)	0%
ALA990062	5012(036)	Funds redirected San Pablo Rehab		STP-G	LSI	6002	City of Oakland	San Pablo Avenue Median Construction	\$608,880	\$0	0%		\$608,880	100%
ALA957067	04-927828	STPL-5012(018)		STP-G	LSI	6002	City of Oakland	San Pablo Avenue Pavement Rehabilitation and Signal Interconnect from 18th to Emery	\$808,880	\$482,702	79%	08/31/97	\$126,178	21%
ALA978004	04-928328	CML-5014(040)	TIP Amend #1	STP-G	LSI	5014	City of Alameda	Atlantic Avenue Corridor Improvements in Alameda	\$205,000	\$138,500	68%	08/02/99	\$66,481	33%
ALA-975002	04-928247	CML-5014(008)		STP-G	LSI	5014	City of Alameda	Tilden Way Bicycle and Pedestrian Improvements, Signal Interconnect, and roadway re	\$205,000	\$205,000	100%	09/11/96	\$0	0%
ALA979020	04-928430	STPL-5041(012)		STP-G	LSI	5041	City of San Leandro	Reconstruct Fairmont from Hesperian to E. 14th Street in San Leandro	\$352,000	\$351,990	100%	09/15/98	\$10	0%
ALA979011	04-923142	STPL-5050(015)		STP-G	LSI	5050	City of Hayward	Hayward 'B' Street Rehabilitation, 2nd to Kelly	\$533,000	\$533,000	100%	04/18/99	\$0	0%
ALA979012	04-928632	STPL-5053(006)		STP-G	LSI	5053	City of Livermore	North Livermore Avenue Overlay in Livermore	\$428,000	\$428,000	100%	08/02/99	\$0	0%
ALA991006	Funds Transferred to Heart Ave. and Parken Remains			STP-G	LSI	5057	City of Berkeley	College Ave. Reconstruction, Ashby to South City Limit in Berkeley	\$636,000	\$65,532	40%	12/27/99	\$570,468	90%
ALA956009	04-928689	STPL-5057(015)		STP-G	LSI	5057	City of Berkeley	Heart Ave Pavement Reconstruction	\$636,000	\$635,821	100%	08/03/98	\$179	0%
ALA991005	04-923292	STPL-5057(016)		STP-G	LSI	5057	City of Berkeley	College Ave. Reconstruction, Ashby to South City Limit in Berkeley	\$65,512	\$65,512	100%	12/27/99	\$0	0%
ALA979019	04-923369	5101	ee 04-82337	STP-G	LSI	5101	City of Pleasanton	Hopyard Road Resurfacing, Pleasanton	\$379,000	\$114,000	30%	03/07/00	\$265,000	70%
ALA977089	04-928404	BHLS-STPL-5158(001)		STP-G	LSI	5158	City of Piedmont	Oakland Ave. Bridge Rehabilitation, Piedmont	\$78,000	\$78,000	100%	07/31/97	\$0	0%
ALA990088	TIP Amendment 89-28 Reassigned project			STP-G	LSI	6178	City of Albany	Albany Cordonioes Creek Commuter Bicycle Route	\$97,000	\$0	0%		\$97,000	100%
ALA990055	5178			STP-G	LSI	5178	City of Albany	Albany Cordonioes Creek Commuter Bicycle Route	\$97,000	\$0	0%		\$97,000	100%
ALA979014	04-923267	STPL-5317(008)	See 89-20	STP-G	LSI	5317	City of Newark	Newark Cedar Blvd. Improvements - Newark Blvd. to South of Lake Blvd.	\$198,000	\$132,795	68%	01/27/00	\$65,205	33%
ALA991072	5317			STP-G	LSI	5317	City of Newark	Newark Central Avenue Pavement Rehabilitation	\$198,000	\$132,795	68%	01/27/00	\$65,205	33%
	04-927740	STPLNMA-5322(043)	Reassigned	STP-G	LSI	5322	City of Fremont	Local match for Fremont Mission Blvd. Widening	\$1,271,000	\$147,744	9%	04/10/97	\$1,123,256	91%
				STP-G	LSI	5322	City of Fremont	Funds Reassigned from Fremont Mission Blvd Widening - but to where?	\$1,271,000	\$117,744	9%	04/10/97	\$1,153,256	91%
ALA970003	04-928588	STPL-5354(010)	CA-90-X851	STP-G	LSI	5354	Union City Transit	Purchase of Two Paratransit vehicles for Union City Transit	\$108,000	\$107,329	100%	04/15/99	\$671	0%
ALA970005	04-922342	STPL-5354(011)	ALA991024	STP-G	LSI	6354	City of Union City	Decoto Road Rehabilitation, Union City	\$288,000	\$17,076	6%	03/13/00	\$268,924	94%
ALA978035	Project Deleted - Funds Transferred to Alameda Canal			STP-G	LSI	6432	City of Dublin	New Traffic Signals on Village Parkway at Tamarack Dr. Brighton Dr.	\$175,000	\$0	0%		\$175,000	100%
		5432		STP-G	LSI	6432	City of Dublin	Alameda Canal Bicycle Path	\$175,000	\$0	0%		\$175,000	100%
ALA978006	04-928736	STPL-5933(050)		STP-G	LSI	5933	County of Alameda	Redwood Road Widening from I-580 to vicinity of Grove Way	\$876,000	\$876,000	100%	02/24/99	\$0	0%
ALA978006	04-928738	STPL-5933(050)		STP-G	LSI	5933	County of Alameda	Redwood Road Widening from I-580 to vicinity of Grove Way (FAS Funds portion)	\$712,000	\$712,000	100%	02/24/99	\$0	0%
	04-928184	STPL-6002(006)	CA-90-X730	STP-G	LSI	6002	AC Transit	AC Transit Tire and Tube Replacement Program	\$1,403,000	\$719,830	51%	02/28/98	\$190	0%
ALA850028	04-928509	STPL-6002(007)	CA-90-X853	STP-G	LSI	6002	AC Transit	AC Transit Tire and Tube Replacement Program	\$1,403,000	\$545,980	39%	09/08/98	\$190	0%
	04-923265	STPL-6002(008)	CA-90-X841	STP-G	LSI	6002	AC Transit	AC Transit Tire and Tube Replacement Program	\$1,403,000	\$137,000	10%	09/16/98	\$0	0%
ALA950013	04-928724	STPL-6193(003)	CA-90-X675	STP-G	LSI	6193	LAJTA	LAJTA Bus Pullouts	\$48,000	\$48,000	100%	09/08/98	\$0	0%
ALA978007	Project Deleted - Funds Transferred to 282/880 Warren			STP-G	LSI	8024	Caltrans	Development of PSE for the widening of I-288 between I-580 and I-880	\$500,000	\$0	0%		\$500,000	100%
		8024		STP-G	LSI	8024	Caltrans	282/880/Warren Blvd Interchange Reconstruction	\$500,000	\$0	0%		\$500,000	100%
ALA978034	89-28 Reprogrammed Funds to San Pablo SMART Corridor			STP-G	LSI	6024	Caltrans	Traffic Signal Preemption System on Existing Signals - San Pablo Ave in Emeryville	\$29,000	\$0	0%		\$29,000	100%
ALA990084	8273			STP-G	LSI	6273	Alameda CMA	San Pablo SMART Corridor	\$29,000	\$0	0%		\$29,000	100%
Alameda County Guarantee Total:									\$10,311,892	\$7,545,829	73%		\$2,766,063	27%
Alameda Local Streets Improvements (STP-D & STP-G) Total:									\$11,442,222	\$5,440,574	48%		\$6,001,648	52%
ALAMEDA TOTAL:									\$23,876,722	\$15,195,186	64%		\$8,681,536	36%

TEA-21 Pre-Cycle  
Full Obligation Required by September 30, 2000  
as of April 16, 2000

TIP ID	EA	Federal Proj No.	FTA Grant #	Program	Type	Agency ID	Agency	Project Title	Program Amount	Amount Obligated	% Oblig.	Oblig. Date	Balance Remaining	% Remain.
<b>CONTRA COSTA</b>														
CC-978050	04-928560	STPLMA-5024(012)		STP-D		5024	City of Martinez	Alhambra Avenue Improvements	\$1,500,000	\$1,500,000	100%	07/08/99	\$0	0%
CC-97AM32	04-071884	STPL-5038(010)		STP-D	LSI	5038	City of Antioch	Lone Tree Way Signal System - (1997 RTSOP III)	\$168,150	\$44,265	26%	12/20/99	\$123,885	74%
CC-97AM35	04-071804	STPL-5137(019)		STP-D	LSI	5137	City of Richmond	22nd/23rd Streets Cutting Blvd Timing and Interconnect - (1997 RTSOP III)	\$163,725	\$163,000	100%	01/28/00	\$725	0%
CC-97AM37		5225		STP-D	LSI	5255	City of Walnut Creek	Ygnacio Valley Rd Signal System Improvements - (1997 RTSOP III)	\$316,830	\$0	0%		\$316,830	100%
CC-97AM34	04-071894	STPL-5376(007)		STP-D	LSI	5376	City of Pleasant Hill	Contra Costa Blvd / I-880 Traffic Integration - (1997 RTSOP III)	\$301,785	\$142,533	47%	09/16/98	\$159,252	53%
CC-97AM36	04-071924	STPL-5437(011)		STP-D	LSI	5437	City of San Ramon	Crow Canyon Rd. Interconnect and Retiming - (1997 RTSOP III)	\$183,725	\$66,168	42%	09/14/98	\$95,557	58%
CC-97AM33		Project Deleted - Funds Returned to MTC		STP-D	LSI	6444	City of Orinda	Minor Road Signal Replacement - (1997 RTSOP III)	\$24,780	\$0	0%		\$24,780	100%
BRT975003	04-923257	STPL-6000(008)	CA-90-X911	STP-D		6000	BART	Rehabilitation of BART A & B Cars - Contra Costa County portion	\$1,431,000	\$1,431,000	100%	09/08/99	\$0	0%
ALA950039	04-928589	STPL-6002(007)	CA-90-X853	STP-D		6002	AC Transit	AC Transit Radio Sys. - Automatic Vehicle Monitoring/Location (AVM/AVL) (CC portion)	\$314,000	\$314,000	100%	04/15/98	\$0	0%
MTC990002	04-928218	STPL-6003(012)	CA-90-X937	STP-D		6084	MTC	Regional Single Fare Collection System (Translink) - Contra Costa County portion	\$284,000	\$284,000	100%	08/27/99	\$0	0%
CC-979058	04-928329	CML-6084(017)		STP-D	LSI	6084	MTC	Traffic Engineering Technical Assistance Program (TETAP) - Contra Costa Co. portion	\$47,000	\$47,000	100%	02/28/97	\$0	0%
CC-974065		6158		STP-D		6158	CCCTA	Replacement Buses FY98 (x Buses) CCCTA	\$3,800,000	\$0	0%		\$3,800,000	100%
<b>Contra Costa County Discretionary Total:</b>									<b>\$8,470,215</b>	<b>\$3,973,968</b>	<b>47%</b>		<b>\$4,496,248</b>	<b>53%</b>
<b>CONTRA COSTA COUNTY GUARANTEE TOTAL:</b>														
									<b>\$6,440,000</b>	<b>\$3,171,075</b>	<b>49%</b>		<b>\$3,268,925</b>	<b>51%</b>
									<b>\$1,717,215</b>	<b>\$531,363</b>	<b>31%</b>		<b>\$1,185,852</b>	<b>69%</b>
<b>CONTRA COSTA TOTAL:</b>									<b>\$14,910,215</b>	<b>\$7,145,041</b>	<b>48%</b>		<b>\$7,765,174</b>	<b>52%</b>
<b>MARIN</b>														
MTC990002	04-928218	STPL-6003(012)	CA-90-X937	STP-D		6084	MTC	Regional Single Fare Collection System (Translink) - Marin County portion	\$379,000	\$379,000	100%	08/27/99	\$0	0%
MRN970040	04-928329	CML-6084(017)		STP-D	LSI	6084	MTC	Traffic Engineering Technical Assistance Program (TETAP) - Marin County portion	\$14,000	\$14,000	100%	02/28/97	\$0	0%
MRN970064		6003		STP-D		6003	GGBHTD	Right of Way Purchase for Downtown San Francisco Bus Storage Facility GGBHTD	\$1,913,000	\$0	0%		\$1,913,000	100%
<b>Marin County Discretionary Total:</b>									<b>\$2,306,000</b>	<b>\$393,000</b>	<b>17%</b>		<b>\$1,913,000</b>	<b>83%</b>
<b>MARIN COUNTY GUARANTEE TOTAL:</b>														
									<b>\$1,843,000</b>	<b>\$256,708</b>	<b>14%</b>	<b>14%</b>	<b>\$1,586,292</b>	<b>86%</b>
<b>Marin Local Streets Improvements (STP-D &amp; STP-G) Total:</b>									<b>\$1,718,000</b>	<b>\$129,708</b>	<b>8%</b>		<b>\$1,588,292</b>	<b>92%</b>
<b>MARIN TOTAL:</b>									<b>\$4,149,000</b>	<b>\$689,708</b>	<b>16%</b>		<b>\$3,459,292</b>	<b>84%</b>
<b>NAPA</b>														
NAP970005		One-Time Extension Approved to April 1, 2001		STP-D		5042	City of Napa	Trancas Route 29 Multimodal Facility	\$583,000	\$0	0%		\$583,000	100%
MTC990002	04-928218	STPL-6003(012)	CA-90-X937	STP-D		6084	MTC	Regional Single Fare Collection System (Translink) - Napa County portion	\$52,000	\$52,000	100%	08/27/99	\$0	0%
MTC970029	04-928329	CML-6084(017)		STP-D	LSI	6084	MTC	Traffic Engineering Technical Assistance Program (TETAP) - Napa County portion	\$7,000	\$7,000	100%	02/28/97	\$0	0%
<b>Napa County Discretionary Total:</b>									<b>\$622,000</b>	<b>\$59,000</b>	<b>9%</b>		<b>\$563,000</b>	<b>91%</b>
<b>NAPA COUNTY GUARANTEE TOTAL:</b>														
									<b>\$884,000</b>	<b>\$219,000</b>	<b>25%</b>	<b>25%</b>	<b>\$665,000</b>	<b>75%</b>
<b>Napa Local Streets Improvements (STP-D &amp; STP-G) Total:</b>									<b>\$711,000</b>	<b>\$226,000</b>	<b>32%</b>		<b>\$485,000</b>	<b>68%</b>
<b>NAPA TOTAL:</b>									<b>\$1,508,000</b>	<b>\$278,000</b>	<b>18%</b>		<b>\$1,228,000</b>	<b>82%</b>

TEA-21 Pre-Cycle  
Full Obligation Required by September 30, 2000  
as of April 14, 2000

TIP ID	EA	Federal Proj No.	FTA Grant #	Program	Type	Agency ID	Agency	Project Title	Program Amount	Amount Obligated	% Oblig.	Oblig. Date	Balance Remaining	% Remain.	
<b>SAN FRANCISCO</b>															
MM-38	04-928543	STPL-5934(078)		STP-D	LSI	5934	City of San Francisco	3rd Street Timing Project - (1997 RTSOP III)	\$28,550	\$28,550	100%	03/31/98	\$0	0%	
SF-97AM39	04-928555	STPL-DB-5934(076)		STP-D	LSI	5934	City of San Francisco	Alemany Blvd. / San Jose Ave. Improvements - (1997 RTSOP III)	\$144,255	\$28,329	20%	03/31/98	\$115,926	80%	
SF-97AM40	04-928554	STPL-DB-5934(077)		STP-D	LSI	5934	City of San Francisco	Upper Market Signal Timing - (1997 RTSOP III)	\$218,585	\$58,429	27%	03/31/98	\$160,156	73%	
SF-970037	04-923223	STPLCML-8018(008)	CA-90-X893	STP-D		5934	S.F. MUNI	Replacement/Rehabilitation of MUNI Metro Tracks	\$3,190,000	\$3,190,000	100%	09/03/99	\$0	0%	
BRT975003	04-923257	STPL-6000(005)	CA-90-X911	STP-D		6000	BART	Rehabilitation of BART A & B Cars - San Francisco County portion	\$1,290,000	\$1,290,000	100%	09/08/99	\$0	0%	
SF-970170	04-923150	STPL-6018(005)		STP-D		6018	S.F. MUNI	Trolley Overhead reconstruction - Various Locations	\$1,736,000	\$1,736,000	100%	03/19/99	\$0	0%	
SF-990011	04-928329	CML-6084(017)		STP-D	LSI	6084	MTC	Traffic Engineering Technical Assistance Program (TETAP) - San Francisco Co. portion	\$43,000	\$43,000	100%	02/28/97	\$0	0%	
MRN970064		8003		STP-D		6003	GGBHDT	Right of Way Purchase for Downtown San Francisco Bus Storage Facility GGBHDT	\$636,000		0%		\$636,000	100%	
<b>San Francisco County Discretionary Total:</b>									<b>\$7,487,400</b>	<b>\$6,372,317</b>	<b>85%</b>		<b>\$1,115,083</b>	<b>15%</b>	
SF-990009	04-928686	STPL-5934 (081)		STP-G	LSI	5934	County of San Francisco	Geneva Street Resurfacing, curb cuts, and Bicycle lanes from Santos to San Jose Ave	\$1,026,000	\$1,026,000	100%	08/30/99	\$0	0%	
SF990010	04-928731	STPL-5934 (082)		STP-G	LSI	5934	County of San Francisco	Sutter Street Resurfacing and Bicycle lanes from Powell Street to Presidio	\$682,000	\$682,000	100%	09/20/99	\$0	0%	
SF-990013	04-928747	STPL-5934 (083)		STP-G	LSI	5934	County of San Francisco	California Street Resurfacing from Franklin to Arguello	\$829,000	\$829,000	100%	09/20/99	\$0	0%	
SF-990014	04-928414	STPL-5934 (070)		STP-G		5934	County of San Francisco	St. Charles Ave. Pathway Rehabilitation for ADA Transit Access	\$838,000	\$118,000	14%	08/31/97	\$722,000	86%	
9501173	04-928413	STPL-5934(089)		STP-G		5934	County of San Francisco	Curb Ramp Construction at various locations for ADA Compliance	\$24,000	\$24,000	100%	08/31/97	\$0	0%	
Project Deleted - Funds Transferred to Guerrero / ITMS / Bacon				STP-G		5934	County of San Francisco	Alemany/Pulson-Lail-Tum-Peckett	\$166,000						
SF-990017	04-928244	STPLH-5934(058)		STP-G		5934	County of San Francisco	Guerrero at 21 Street Median Barrier Extension	\$15,000	\$14,873	99%	07/29/99	\$127	1%	
SF-990018		5934		STP-G		5934	County of San Francisco	Integrated Transportation Management System	\$40,000		0%	07/29/99	\$40,000	100%	
SF-990016		5934		STP-G	LSI	5934	County of San Francisco	Bacon / San Bruno Traffic Signals	\$100,000		0%	07/29/99	\$100,000	100%	
	04-928558	STPLMA-5934(079)		STP-G		5934	County of San Francisco	Van Ness Avenue Pedestrian Safety Improvements	\$859,000	\$67,017	10%	04/16/98	\$591,983	80%	
MRN990015	04-928575	STPLMA-6003 (008)	CA-90-X854	STP-G		6003	GGBHDT	Ferry Fessel Radar Replacement	\$82,000	\$82,000	100%	08/13/98	\$0	0%	
SF-970189	04-923223	STPLCML-6018(008)	CA-90-X893	STP-G		6018	S.F. Muni	Metro Subway Signage and Enhancements - Upgrade Signage at LRV Stations	\$675,000	\$675,000	100%	09/03/99	\$0	0%	
SF-990019	04-923183	STPL-6169(005)	CA-90-X893	STP-G		6169	Port of SF (Co. of SF)	South of Pier 2 Breakwater	\$1,000,000	\$1,000,000	100%	07/20/99	\$0	0%	
<b>San Francisco County Guarantee Total:</b>									<b>\$5,930,000</b>	<b>\$4,475,890</b>	<b>75%</b>	<b>75%</b>	<b>\$1,454,110</b>	<b>25%</b>	
<b>San Francisco Local Streets Improvements (STP-D &amp; STP-G) Total:</b>									<b>\$3,049,400</b>	<b>\$2,673,317</b>	<b>88%</b>		<b>\$376,083</b>	<b>12%</b>	
<b>SAN FRANCISCO TOTAL:</b>									<b>\$13,417,400</b>	<b>\$10,848,207</b>	<b>81%</b>		<b>\$2,569,193</b>	<b>19%</b>	
<b>SAN MATEO</b>															
MM-44		97-15 Restricted Funds to San Mateo El Camino Road		STP-D	LSI	5102	City of Belmont	El Camino Interconnect - (1997 RTSOP III)	\$75,225	\$0	0%		\$75,225	100%	
SM-97AM47	04-928633	QAASTPL-6102(011)		STP-D	LSI	5102	City of San Mateo	El Camino Real Interconnect - (1997 RTSOP III)	\$351,120	\$177,059	50%	06/08/98	\$174,061	50%	
SM-979029	04-928510	STPL-NDB-5171(005)		STP-D		5171	City of Burlingame	Rollins Road - 101 Freeway On and Off Ramps	\$618,000	\$90,300	15%	10/29/99	\$527,700	85%	
SM-97AM43	04-928649	STPL-5177(010)		STP-D	LSI	5177	South San Francisco	City-wide Signal Improvements - (1997 RTSOP III)	\$148,025	\$16,873	12%	09/03/98	\$129,152	88%	
MM-42	04-928533	STPLDB-5198(014)		STP-D	LSI	5198	City of Daly City	Serramonte Signal Improvements - (1997 RTSOP III)	\$37,170	\$37,170	100%	02/24/98	\$0	0%	
SM-979030	04-928564	STPL-5198(015)		STP-D		5198	City of Daly City	John Daly Blvd. Overcrossing Widening at Route 280/Route 1	\$2,383,000	\$283,296	12%	04/13/98	\$2,079,704	88%	
SM-97AM44		STPL-5226 (008)		STP-D	LSI	5226	City of San Bruno	Controller Replacement - (1997 RTSOP III)	\$4,425	\$4,425	100%	07/17/98	\$0	0%	
Project Deleted - Funds Returned to MTC				STP-D		5226	City of San Bruno	San Bruno Ave - Crestmoor Controller - (1997 RTSOP III)	\$13,275	\$0	0%		\$13,275	100%	
Project Deleted - Funds Returned to MTC				STP-D		5936	County of San Mateo	Harbour Blvd. / El Camino Interconnect - (1997 RTSOP III)	\$17,700	\$0	0%		\$17,700	100%	
MTC990002	04-928603	STPL-8003(012)	CA-90-X937	STP-D		8084	MTC	Regional Single Fare Collection System (Translink) - San Mateo County portion	\$1,187,000	\$1,187,000	100%	08/27/99	\$0	0%	
SM-979041	04-928329	CML-6084(017)		STP-D	LSI	6084	MTC	Traffic Engineering Technical Assistance Program (TETAP) - San Mateo Co. portion	\$38,000	\$38,000	100%	02/28/97	\$0	0%	
<b>San Mateo County Discretionary Total:</b>									<b>\$4,742,740</b>	<b>\$1,894,123</b>	<b>39%</b>		<b>\$2,908,617</b>	<b>61%</b>	
SM-979028		97-37 Re-programmed Funds to Marsh Road		STP-G	LSI	6035	County of San Mateo	SanTrans "Bus Streets" Rehabilitation	\$900,000		0%		\$900,000	100%	
SM-979012		STPLN-8204(019)		STP-G		8204	Caltrans	Marsh Road Interchange Modification	\$900,000	\$900,000	100%	07/01/98	\$0	0%	
SM-979026		98-10 Re-Programmed Project to Cycle I		STP-G		6035	County of San Mateo	San Mateo County Roadway Rehabilitation FAS Share	\$900,000	\$0	0%		\$900,000	100%	
SM-979044		98-10 Re-Programmed Project to Cycle I		STP-G		6069	San Mateo CTA	Northbound Auxiliary Lane on Route 101 at Redwood Hillside	\$3,000,000	\$0	0%		\$3,000,000	100%	
JPB970001	04-067924	STPL-6170(010)	CA-90-X860	STP-G		6170	Caltrain	Hillsdale Caltrain Station Parking (R/W)	\$1,000,000	\$1,000,000	100%	04/13/98	\$0	0%	
<b>San Mateo County Guarantee Total:</b>									<b>\$1,900,000</b>	<b>\$1,900,000</b>	<b>100%</b>	<b>100%</b>	<b>\$0</b>	<b>0%</b>	
<b>San Mateo Local Streets Improvements (STP-D &amp; STP-G) Total:</b>									<b>\$578,740</b>	<b>\$273,527</b>	<b>47%</b>		<b>\$303,213</b>	<b>53%</b>	
<b>SAN MATEO TOTAL:</b>									<b>\$8,842,740</b>	<b>\$3,734,123</b>	<b>56%</b>		<b>\$2,908,617</b>	<b>44%</b>	

TEA-21 Pre-Cycle  
Full Obligation Required by September 30, 2000  
as of April 16, 2000

TIP ID	EA	Federal Proj No.	FTA Grant #	Program	Type	Agency ID	Agency	Project Title	Program Amount	Amount Obligated	% Oblig.	Oblig. Date	Balance Remaining	% Remain.
<b>SANTA CLARA</b>														
SCL97AM49	04-928538	STPL-5005(055)		STP-D	LSI	5005	City of San Jose	Guadalupe Corridor Controller Replacement - (1997 RTSOP II)	\$283,200	\$282,200	100%	04/15/98	\$1,000	0%
SCL97AM48	04-928537L	STPLMA-5318(004)		STP-D	LSI	5318	City of Cupertino	De Anza / Stevens Creek Controller Upgrades - (1997 RTSOP III)	\$307,095	\$307,095	100%	04/23/99	\$0	0%
SCL97AM50	04-928539	STPL-5937(049)		STP-D	LSI	5937	County of Santa Clara	Lawrence Expressway: Adaptive Signal Control - (1997 RTSOP III)	\$336,300	\$182,756	57%	03/29/99	\$143,544	43%
MTC990002	04-928218	STPL-6003(012)	CA-90-X837	STP-D		6084	MTC	Regional Single Fare Collection System (Translink) - Santa Clara County portion	\$611,000	\$611,000	100%	08/27/99	\$0	0%
SCL979002	04-928329	CML-6084(017)		STP-D	LSI	6084	MTC	Traffic Engineering Technical Assistance Program (TETAP) - Santa Clara Co. portion	\$66,000	\$66,000	100%	02/28/97	\$0	0%
SCL979004		99-21 Re-programmed \$2,300 to Rte 237 Drainage		STP-D		6204	Caltrans	Routes 880/237 Interchange Modifications (Discretionary Portion)	\$7,349,000		0%		\$7,349,000	100%
SCL979001		8204		STP-D		6204	Caltrans	Routes 880/237 Interchange Modifications (Discretionary Portion) - Remaining Balance	\$4,649,000	\$0	0%		\$4,649,000	100%
SCL990003	04-438634	BTPL-6204(034)		STP-D		6204	Caltrans	Route 237 Drainage and Pump Station (part of Routes 880/237 UC Modification)	\$2,500,000	\$2,500,000	100%	10/22/99	\$0	0%
Santa Clara County Discretionary Total:									\$8,774,595	\$3,981,051	45%		\$4,793,544	55%
SCL975013	04-923145	BTPL-6005 (057)		STP-G	LSI	5005	City of San Jose	San Jose Street Rehabilitation (Payback)	\$1,400,000	\$1,353,558	97%	06/11/99	\$46,441	3%
SCL976005	04-927990	STPL-5937(035)		STP-G	LSI	5937	County of Santa Clara	County FAS Share for Rehabilitation of Santa Teresa Blvd	\$680,000	\$681,675	100%	08/02/99	(\$1,675)	0%
SCL976007		Project Deleted - Funds Transferred to Articulated Buses		STP-G		6067	Santa Clara VTA	Route 401 Auxiliary Lane at Route 87	\$6,900,000		0%		\$6,900,000	100%
		6067		STP-G		6067	Santa Clara VTA	Articulated Bus Purchase	\$5,900,000		0%		\$5,900,000	100%
SCL979004		97-18 & 99-16 Re-programmed Funds to Trimble and Wolf		STP-G		6024	Caltrans	Route 880/237 Interchange (Guarantee portion)	\$4,744,000		0%		\$4,744,000	100%
SCL976003	04-928018	STPL-5005(039)		STP-G		5005	City of San Jose	Trimble Road Widening	\$2,880,000	\$288,000	10%	03/31/98	\$2,592,000	90%
SCL981050		5213		STP-G		5213	City of Sunnyvale	Wolfe Road/El Camino Real Widening and Signal Improvements	\$1,831,000		0%		\$1,831,000	100%
Santa Clara County Guarantee Total:									\$12,391,000	\$2,323,234	19%	19%	\$10,067,766	81%
Santa Clara Local Streets Improvements (STP-D & STP-G) Total:									\$3,094,595	\$2,905,285	94%		\$189,310	6%
<b>SANTA CLARA TOTAL:</b>									<b>\$21,165,595</b>	<b>\$6,304,285</b>	<b>30%</b>		<b>\$14,861,310</b>	<b>70%</b>
<b>SOLANO</b>														
MTC990002	04-928218	STPL-6003(012)	CA-90-X937	STP-D		6003	MTC	Regional Single Fare Collection System (Translink) - Solano County portion	\$263,000	\$263,000	100%	06/27/99	\$0	0%
MTC970030	04-928329	CML-6084(017)		STP-D	LSI	6084	MTC	Traffic Engineering Technical Assistance Program (TETAP) - Solano County portion	\$20,000	\$20,000	100%	06/14/99	\$0	0%
SOL970032		99-10 Re-Programmed Project to Cycle I		STP-D		6248	Solano-CTA	I-80 Reliever Routes (Vandenberg and Leisure Town Roads)	\$1,464,000		0%		\$1,464,000	100%
SOL970003	04-928645	STPL-5003(008)	CA-90-X878	STP-D		5003	City of Benicia	Benicia Transit Bus Purchase	\$196,000	\$196,000	100%	07/08/98	\$0	0%
Solano County Discretionary Total:									\$481,000	\$481,000	100%		\$0	0%
SOL970006	04-928479	STPL-5003 (007)		STP-G	LSI	5003	City of Benicia	Chelsea Road Improvements, City of Benicia	\$53,000	\$52,675	99%	07/14/99	\$325	1%
SOL970004		Project Deleted - Funds Transferred to Vallejo Bus Rehab		STP-G		5003	City of Benicia	Three Bus Rehabilitations for Benicia Transit	\$347,000	\$0	0%		\$347,000	100%
SOL970004		5030		STP-G		5003	City of Vallejo	Three Bus Rehabilitations	\$317,000		0%		\$317,000	100%
SOL970066	04-923358	STPL-5030(019)		STP-G	LSI	5030	City of Vallejo	Curtola Parkway (3) Improvements, Vallejo	\$54,000	\$54,000	100%	02/22/00	\$0	0%
SOL970073	04-923358	STPL-5030(019)		STP-G	LSI	5030	City of Vallejo	Lemon Street (4) Improvements, Vallejo	\$28,000	\$4,004	15%	02/22/00	\$21,996	85%
SOL970076	04-923358	STPL-5030(019)		STP-G	LSI	5030	City of Vallejo	Mare Island Parkway (2) Improvements, Vallejo	\$120,000		0%		\$120,000	100%
SOL970082	04-923358	STPL-5030(019)		STP-G	LSI	5030	City of Vallejo	Tennessee (3) Route 29 to Monterey in Vallejo	\$116,000		0%		\$116,000	100%
SOL970138	04-923358	STPL-5030(019)		STP-G	LSI	5030	City of Vallejo	Tennessee (2) Marin to Route 29 in Vallejo	\$68,000		0%		\$68,000	100%
SOL970139	04-923358	STPL-5030(019)		STP-G	LSI	5030	City of Vallejo	Tennessee (1) Wilson to Marin in Vallejo	\$99,000		0%		\$99,000	100%
SOL970035	04-928643	STPL-5032 (003)		STP-G	LSI	5032	City of Suisun City	Pintail Drive Improvements in Suisun City	\$239,000	\$239,000	100%	09/04/98	\$0	0%
SOL970014	04-923115	STPL-5056 (003)		STP-G	LSI	5056	City of Dixon	Pitt School Road Improvements in Dixon	\$124,000	\$124,000	100%	05/16/99	\$0	0%
SOL970059	04-928412	STPL-5094 (010)		STP-G	LSI	5094	City of Vacaville	Peabody Improvements - Resurfacing, Vacaville	\$133,000	\$133,000	100%	09/30/97	\$0	0%
SOL970051		99-15 Transferred Funds from Leisure 'B' to Leisure 'A'		STP-G	LSI	5094	City of Vacaville	Leisure Town (a), Vacaville	\$197,000		0%		\$197,000	100%
SOL970053		99-15 Transferred Funds from Leisure 'B' to Leisure 'A'		STP-G	LSI	5094	City of Vacaville	Leisure Town (b), Vacaville	\$70,000		0%		\$70,000	100%
SOL970051		5094		STP-G	LSI	5094	City of Vacaville	Leisure Town (a), Vacaville	\$267,000		0%		\$267,000	100%
SOL970028		Project Deleted - Funds Transferred to Main Street Overlay		STP-G	LSI	5099	City of Rio Vista	Airport Road Improvements - Rio Vista	\$60,000		0%		\$60,000	100%
SOL970028		5099		STP-G	LSI	5099	City of Rio Vista	Rio Vista Main Street Improvements Projects Overlay	\$60,000		0%		\$60,000	100%
SOL970027	04-928623	STPL-5132(007)		STP-G	LSI	5132	City of Fairfield	Pennsylvania Avenue Improvements, Fairfield	\$445,000		0%		\$445,000	100%
SOL970029		Funds Transferred to Bridge Replacement and Var. Overlays		STP-G	LSI	5923	County of Solano	County FAS Guarantee, Suisun Valley Road Bridge Widening	\$602,000		0%		\$602,000	100%
SOL970029	10-106534	STPL-5923(006)		STP-G	LSI	5923	County of Solano	Suisun Valley Road Suisun Creek Bridge Replacement (County FAS Guarantee)	\$70,000	\$70,000	100%	01/28/00	\$0	0%
SOL970031	04-923141	STPL-5923(040)		STP-G	LSI	5923	County of Solano	Solano County - Various Roads Pavement Overlay (County FAS Guarantee)	\$532,000	\$532,000	100%	04/13/99	\$0	0%
Solano County Guarantee Total:									\$2,723,000	\$1,208,679	44%	44%	\$1,514,321	56%
Solano Local Streets Improvements (STP-D & STP-G) Total:									\$2,428,000	\$1,228,679	51%		\$1,199,321	49%
<b>SOLANO TOTAL:</b>									<b>\$3,204,000</b>	<b>\$1,699,679</b>	<b>53%</b>		<b>\$1,514,321</b>	<b>47%</b>

TEA-21 Pre-Cycle  
 Full Obligation Required by September 30, 2000  
 as of April 15, 2000

TIP ID	EA	Federal Proj No.	FTA Grant #	Program Type	Agency ID	Agency	Project Title	Program Amount	Amount Obligated	% Oblig.	Obli. Date	Balance Remaining	% Remain.	
<b>SONOMA</b>														
SON870051		5022		STP-D	5022	City of Petaluma	Multi-Modal Transit Mall	\$350,000	\$0	0%		\$350,000	100%	
MM-51	04-828572	QAASTPL-5028(015)		STP-D	LSI	5028	City of Santa Rosa	Systemwide Operational Improvements - (1997 RTSOP III)	\$330,990	\$330,990	100%	06/08/98	\$0	0%
SON870075	04-828795	STPL-5028(017)	CA-90-X901	STP-D		5028	City of Santa Rosa	Replacement of (3) Fixed-Route Transit Buses	\$848,000	\$848,000	100%	11/24/98	\$0	0%
SON87AM52	04-828804	STPL-5123(005)		STP-D	LSI	5123	City of Sebastopol	Sebastopol Avenue Interconnect - (1997 RTSOP III)	\$30,090	\$30,000	100%	04/30/99	\$90	0%
SON87AM53	04-828534	STPL-5820(046)		STP-D	LSI	5920	County of Sonoma	Signal System Mgmt. Software Upgrade - (1997 RTSOP III)	\$14,160	\$14,160	100%	02/28/98	\$0	0%
SON870087	Project Deleted - Funds Transferred to Farmers/GGBHTP			STP-D		6020	County of Sonoma	Adobe Road and Petaluma Hill Road, Intersection and Traveled Way Improvements	\$2,166,000	\$0	0%		\$2,166,000	100%
SON870089	99-10 Re-Programmed Funds to Cycle I			STP-D		6028	City of Santa Rosa	Farmers Lane/Route 12 Corridor Improvements	\$4,700,000	\$0	0%		\$4,700,000	100%
	99-10 Re-Programmed Funds to Cycle I			STP-D		6003	GGBHTD	Golden Gate Bridge Regional Transfer Point Improvements	\$466,000	\$0	0%		\$466,000	100%
MTC990002	04-828218	STPL-6003(012)	CA-90-X937	STP-D		8084	MTC	Regional Single Fare Collection System (Translink) - Sonoma County portion	\$171,000	\$171,000	100%	08/27/99	\$0	0%
SON870039	04-828329	CML-6084(017)		STP-D	LSI	8084	MTC	Traffic Engineering Technical Assistance Program (TETAP) - Sonoma County portion	\$23,000	\$23,000	100%		\$0	0%
MRN870084		6003		STP-D		8003	GGBHTD	Right of Way Purchase for Downtown San Francisco Bus Storage Facility	\$247,000	\$0	0%		\$247,000	100%
Sonoma County Discretionary Total:								\$2,014,240	\$1,417,150	70%		\$597,090	30%	
SON870048	04-828745	STPL-5022(032)		STP-G	LSI	5022	City of Petaluma	Lakeville Resurfacing, Petaluma	\$337,000	\$45,150	13%	10/30/98	\$291,850	87%
SON870078	04-828796	STPL-5028(017)	CA-90-X901	STP-G		5028	City of Santa Rosa	Santa Rosa West Side Transit Center	\$888,000	\$888,000	100%	11/24/98	\$0	0%
SON870078	Project Deleted - Funds Transferred to Sebastopol Overlay			STP-G	LSI	5123	City of Sebastopol	Healdsburg Avenue Resurfacing in Sebastopol	\$53,000	\$0	0%		\$53,000	100%
SON870078		5123		STP-G	LSI	5123	City of Sebastopol	Three Streets in Sebastopol - Overlay	\$53,000	\$0	0%		\$53,000	100%
SON870057		5379		STP-G		5379	City of Rohnert Park	Rohnert Park Commerce Blvd. Bicycle Path	\$271,000	\$0	0%		\$271,000	100%
SON870029	Funds Redirected to Reopened Old Redwood Hwy			STP-G	LSI	5383	City of Cotati	Cotati Old Redwood Highway Resurfacing	\$154,000	\$0	0%		\$154,000	100%
SON870029		5383		STP-G	LSI	5383	City of Cotati	Cotati Old Redwood Highway Improvements	\$154,000	\$0	0%		\$154,000	100%
SON870402	Project Deleted - Funds Transferred to Old Redwood Hwy			STP-G		5472	Town of Windsor	8th Road Extension in Windsor	\$189,000	\$0	0%		\$189,000	100%
SON80035	04-828427	STPL-5472(002)		STP-G	LSI	5472	Town of Windsor	Windsor Old Redwood Highway - Windsor Rd. to Arata Lane - Reconstruction	\$189,000	\$189,000	100%	09/04/97	\$0	0%
SON860090	Project Deleted - Funds Transferred to Stony Point Overlay			STP-G	LSI	5920	County of Sonoma	Adobe Reconstruction (County FAS)	\$485,000	\$0	0%		\$485,000	100%
		5920		STP-G	LSI	5920	County of Sonoma	Stony Point Road - Overlay	\$485,000	\$0	0%		\$485,000	100%
SON970088		5820		STP-G	LSI	5820	County of Sonoma	Resurfacing Napa Street (County FAS)	\$63,000	\$0	0%		\$63,000	100%
SON970089		5920		STP-G	LSI	5920	County of Sonoma	Stony Point Road - Phase 3 (County FAS)	\$631,000	\$0	0%		\$631,000	100%
SON970034		STPLMA-8003(009)	CA-90-X854	STP-G		6003	GGBHTD	GGBHTD Computer Equipment Replacement	\$60,000	\$60,000	100%	08/13/98	\$0	0%
SON870035		STPLMA-8003(007)	CA-90-X854	STP-G		6003	GGBHTD	GGBHTD Replacement of Non-Revenue Vehicles	\$20,000	\$20,000	100%	08/13/98	\$0	0%
Sonoma County Guarantee Total:								\$3,111,000	\$1,182,150	38%		\$1,928,850	62%	
Sonoma Local Streets Improvements (STP-D & STP-G) Total:								\$2,270,240	\$612,300	27%		\$1,657,940	73%	
<b>SONOMA TOTAL:</b>								<b>\$5,125,240</b>	<b>\$2,599,300</b>	<b>51%</b>		<b>\$2,525,940</b>	<b>49%</b>	
MTC Region Discretionary Total:								\$48,463,020	\$26,161,164	54%		\$22,301,856	46%	
MTC Region Guarantee Total:								\$45,533,892	\$22,282,365	49%		\$23,251,527	51%	
MTC Region Local Streets Improvements (STP-D & STP-G) Total:								\$27,003,412	\$14,020,753	52%		\$12,982,659	48%	
<b>MTC REGION TOTAL:</b>								<b>\$93,996,912</b>	<b>\$48,443,529</b>	<b>52%</b>		<b>\$45,553,383</b>	<b>48%</b>	