



*Solano Transportation Authority*

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

**TECHNICAL ADVISORY COMMITTEE  
AGENDA**

Members:

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

**February 25, 2004 at 1:30 p.m.  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA**

**ITEM**

**STAFF PERSON**

**I. CALL TO ORDER**

Mike Duncan, Chair

**II. APPROVAL OF AGENDA (1:30-1:35 p.m.)**

**III. OPPORTUNITY FOR PUBLIC COMMENT (1:35-1:40 p.m.)**

**IV. REPORTS FROM CALTRANS, MTC AND STA STAFF  
(1:40-1:45 p.m.)**

**V. CONSENT CALENDAR**

*Recommendation: Approve the following consent items in one motion.*

(1:45-1:50 p.m.)

**A. Minutes of the TAC Meeting of January 28, 2004– Pg. 1**  
*Recommendation: Approve minutes of January 28, 2004.*

Johanna Masielat

**B. STA Board Meeting Highlights – Pg. 7**  
**February 11, 2004**  
*Informational*

Kim Cassidy

**C. STIA Board Meeting Highlights – Pg. 12**  
**February 11, 2004**  
*Informational*

Kim Cassidy

**D Funding Opportunities Summary- Pg. 15**  
*Informational*

Robert Guerrero

**E. Updated STA Meeting Schedule for 2004 - Pg. 21**  
*Informational*

Kim Cassidy/  
Karen Koelling

**F. Solano-Napa Countywide Travel Demand Modeling  
Contract with the City of Fairfield**

Dan Christians

**Recommendation:** Forward a recommendation to the STA Board to:

1. Authorize the Executive Director to enter into a two -year contract with the City of Fairfield to provide on going travel demand modeling services in an amount not to exceed \$80,000 a year for FY 2003-04 and FY 2004-05 plus three potential additional optional years (2005-06, 2006-07 and 2007-08) if determined needed by the STA Executive Director and subject to additional budget authority for each optional year.
2. Approve the preliminary Scope of Work as contained in Attachment A.

– Pg. 24

## VI. ACTION ITEMS

**A. Draft I-80/680/780 Transit Corridor Study**

Dan Christians

*Recommendation:* Recommend to the STA Board to approve the Draft I-80/680/780 Transit Corridor Study.

(1:50-2:00 p.m.) – Pg. 28

**B. Status of Unmet Transit Needs Process for FY04/05**

Elizabeth Richards

*Recommendation* Recommend to the STA Board approval of the following:

1. Responses to the Unmet Transit Needs Hearing for FY 04/05 as shown in Attachment B.
2. Authorize the Executive Director to forward the coordinated Unmet Transits Needs response for FY 04/05 to MTC.

(2:00-2:05 p.m.) – Pg. 31

## VII. INFORMATION ITEMS

**A. Development of County Transportation Expenditure Plan**

Daryl Halls

*Informational:* (2:05-2:10 p.m.) – Pg. 43

**B. Regional Measure 2 (RM 2) Public Information Program**

Janice Sells

*Informational:* (2:10-2:15 p.m.) – Pg. 45

**C. Status Report on Solano Comprehensive Transportation Plan**

Robert Guerrero

*Informational:* (2:15-2:20 p.m.) – Pg. 51

**D. Senior and Disabled Transit Study**

Robert Guerrero

*Informational:* (2:20-2:30 p.m.) – Pg. 53

**E. Countywide Pedestrian Plan**

Robert Guerrero

*Informational:* (2:30-2:35 p.m.) – Pg. 61

- |  |                              |
|--|------------------------------|
| <b>F. Development of Track 1 Projects for Transportation 2030</b><br><i>Informational:</i> (2:35-2:40 p.m.) – Pg. 63       | Dan Christians               |
| <b>G. Freeway System Management Program</b><br><i>Informational:</i> (2:45-2:50 p.m.) – Pg. 70                             | Mike Duncan                  |
| <b>H. Cordelia Truck Scales Relocation Study – Update</b><br><i>Informational:</i> (2:50-2:55 p.m.) – Pg. 90               | Mike Duncan                  |
| <b>I. STP/CMAQ/TEA Obligation Authority Priorities</b><br><i>Informational:</i> (2:55-3:00 p.m.) – Pg. 106                 | Mike Duncan                  |
| <b>J. I-80/I-680/I-780 MIS/Corridor Study – Long Term Projects</b><br><i>Informational:</i> (3:00-3:05 p.m.) – Pg. 114     | Mike Duncan                  |
| <b>K. State Route 12 Major Investment Study – Operational Strategy</b><br><i>Informational:</i> (3:05-3:10 p.m.) – Pg. 118 | Mike Duncan                  |
| <b>L. Local Street and Roads Update</b><br><i>Informational:</i> (3:10-3:15 p.m.) – Pg. 119                                | Mike Duncan/<br>Charlie Beck |

## VIII. ADJOURNMENT

Adjournment of the February 25, 2004 TAC meeting is in memory of Charlie Jones, Jr. The next regular meeting of the Technical Advisory Committee will be at 1:30 p.m. on Wednesday, March 31, 2004.





**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting of**  
**January 28, 2004**

**I. CALL TO ORDER**

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

**Present:**

|                             |               |                     |
|-----------------------------|---------------|---------------------|
| <b>TAC Members Present:</b> | Dan Schiada   | City of Benicia     |
|                             | Janet Koster  | City of Dixon       |
|                             | Charlie Beck  | City of Fairfield   |
|                             | Julie Pappa   | City of Rio Vista   |
|                             | Gary Cullen   | City of Suisun City |
|                             | Dale Pfeiffer | City of Vacaville   |
|                             | Mark Akaba    | City of Vallejo     |
|                             | Paul Wiese    | County of Solano    |

**Others Present:**

|                    |                   |
|--------------------|-------------------|
| Morrie Barr        | City of Fairfield |
| Ed Huestis         | City of Vacaville |
| Gian Aggarwal      | City of Vacaville |
| Daryl Halls        | STA               |
| Dan Christians     | STA               |
| Mike Duncan        | STA               |
| Kim Cassidy        | STA               |
| Elizabeth Richards | STA/SNCI          |
| Anna McLaughlin    | STA/SNCI          |
| Robert Guerrero    | STA               |
| Jennifer Tongson   | STA               |
| Johanna Masiclat   | STA               |
| Cameron Oakes      | Caltrans          |
| Craig Goldblatt    | MTC               |

## **II. APPROVAL OF AGENDA**

On a motion by Mark Akaba, and a second by Paul Wiese, the STA TAC unanimously approved the agenda.

## **III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**Caltrans:** Cameron Oakes announced the resignation of Caltrans Director Jeff Morales.

**MTC:** Craig Goldblatt provided an update on various county and regional level programs recently approved as part of Phase I of the Regional Transportation Plan (RTP).

**STA:** Robert Guerrero announced upcoming deadlines for draft applications for the STA/YSAQMD Clean Air Funds Program and the TDA Article 3 Program. In addition, he highlighted the Transpo Expo event on May 15, 2004.

## **V. CONSENT CALENDAR**

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

### Recommendation:

- A. Approve minutes of the TAC Meeting of December 22, 2003.
- B. Approve minutes of the Special TAC Meeting of January 5, 2004.
- C. STA Board Meeting Highlights – January 14, 2004.
- D. Funding Opportunities Summary.
- E. Updated STA Meeting Schedule for 2004.
- F. Application for the FTA Section 5310 Program to Replace One Solano Paratransit Vehicle.
- G. Solano Napa Commuter Information Six-Month Program Review.
- H. Paratransit Coordinating Council (PCC) Work Plan for 2004.

## **VI. ACTION ITEMS**

- A. STA Gas Tax and TDA Contribution for FY 2004/05**  
Daryl Halls reviewed the projected distribution of the gas tax and TDA revenue contributions for FY 2004/05 and described the STA Board's direction on this issue.

A suggestion was made by Dale Pfeiffer to change the recommendation to informational as his interpretation of the Board's direction was that the TAC did not have flexibility to approve or disapprove.

After further discussion, Morrie Barr commented the TAC should review the TDA and Gas Tax claims on an annual basis and provide comments. Dan Schiada requested in future years a more detailed breakdown of the STA's projected budget be provided for TAC review.

Recommendation: Forward a recommendation to the Board approving the following recommendations:

1. Approve the gas tax claim of \$293,066 for FY 2004/05 at the index rate of 2.1% of the aggregate Solano County total for gas tax as indicated in Attachment D.
2. Approve the TDA claim of \$380,052 for FY 2004/05 at the index rate of 2.7% of the aggregate Solano County total for TDA as indicated in Attachment D.
3. Authorize the Executive Director to forward the gas tax and TDA claims for FY 2004/05 to the STA's Member Agencies.

On a motion Paul Wiese, and a second by Janet Koster, the STA TAC approved the recommendation. (6 ayes with Julie Pappa and Dale Pfeiffer voting to abstain.)

**B. Schedule and Public Input Process for Development of Track 1 Projects for Transportation 2030**

Dan Christians reviewed the schedule and public input process for development of Track 1 Projects for Transportation 2030. He noted that a special meeting of TAC will be scheduled for March of 2004.

Recommendation:

Forward a recommendation to the STA Board to approve the public input process, proposed schedule and timeline as specified in Attachment E leading to the submittal of a new Track 1 T-2030 funding list to MTC in May 2004.

On a motion by Janet Koster, and a second by Dan Schiada, the STA TAC approved the recommendation.

**C. Final Draft I-80/680/780 Transit Corridor Study**

Dan Christians provided a status report on staff responses to comments received from various reviewing agencies to the Final Draft Report of the study. He noted the Transit Consortium had voted to table the item until their meeting on February 25<sup>th</sup>.

Recommendation: Forward a recommendation to the STA Board to approve the Final Draft I-80/680/780 Transit Corridor Study.

On a motion by Mark Akaba, and a second by Gary Cullen, the STA TAC voted to table the item and to agendaize for the meeting of February 25, 2004.

**D. I-80/680/780 MIS/Corridor Study – Long-Term Projects**

Mike Duncan highlighted the operational strategies and performance measures used to create the list of prioritized Mid-Term and Long-Term projects. He cited that the goal of the list is to provide guidance on where to spend limited funds as they become available for corridor improvements.

Julie Pappa recused herself from discussion and the vote on Agenda Item VI.D.

Recommendation: Recommend to the STA Board to approve the projects and recommended priority for Long-Term Projects as shown on Attachment A.

On a motion by Dale Pfeiffer, and a second by Paul Wiese, the STA TAC approved the recommendation with the amendment to move Item# 43, Benicia Intermodal Terminal in Attachment A, from long-term projects to Item# 15B in Attachment B, mid-term projects.

**E. State Transit Assistance Funds (STAF) Program**

Mike Duncan summarized the five-year fund estimates, contract commitments to existing projects and requests for future funding. He noted the City of Benicia's request for STAF funds provide a local match for its SRTP.

Recommendation: Recommend to the STA Board to authorize \$20,000 in FY 2003-04 STAF funds for the City of Benicia to be used as matching funds for the preparation of the Benicia Short Range Transit Plan (\$7,774) and to study Benicia Transit Operations and Coordination (\$12,226).

On a motion by Dan Schiada, and a second by Paul Weise, the STA TAC approved the recommendation.

**F. TFCA Guidelines and Call for Projects**

Robert Guerrero reviewed guidelines as attached and highlighted the changes. He also highlighted critical deadlines including the submittal of applications to the STA on March 12.

Recommendation: Recommend the STA Board approve the following:

1. 2004-05 TFCA Program Manager Guidelines.
2. Authorize the Executive Director to initiate a Call for Projects for the TFCA Program Manager funds.

On a motion by Mark Akaba, and a second by Julie Pappa, the STA TAC approved the recommendation.

- G. Final Draft 2004 Solano Congestion Management Program (CMP)**  
Robert Guerrero provided the final draft under separate cover at the meeting.

Recommendation: Forward a recommendation to the STA Board to approve the 2004 Solano County Congestion Management Program.

On a motion by Dan Schiada, and a second by Mark Akaba, the STA TAC approved the recommendation.

- H. State Route 12 Realignment and Rio Vista Bridge Feasibility Study**  
Dan Christians reviewed the current funding status for the study.

Recommendation: Forward the following recommendations to the STA Board:

1. Approve the allocation of \$12,500 of 2004-05 State Transit Assistance funds to serve as a portion of the local match required for the Highway 12 Re-alignment and Rio Vista Bridge Feasibility Study; and
2. Authorize the Executive Director to send a letter to the City of Rio Vista requesting \$12,500 of local match for the Highway 12 Realignment and Rio Vista Bridge Feasibility Study.

On a motion Julie Pappa, and a second by Paul Weise, the STA TAC approved the recommendation No. 2 and tabled recommendation No. 1..

## VII. INFORMATION ITEMS

- A. Development of County Transportation Expenditure Plan**  
Daryl Halls provided information on the schedule for development of the County Transportation Expenditure Plan and potential sales tax ordinance. He summarized the following information: Letter to STA Board from D.J. Smith, Consultant; Deadlines for Submittal of Ordinance to Solano County Board of Supervisors for November 2004 General Election; and Resolution 2004-01, adopted by the STA Board on January 14, 2004.
- B. Status Report on Solano Comprehensive Transportation Plan**  
Dan Christians announced upcoming meetings of the STA Board Committees providing policy input on major CTP elements, including: Arterials, Highways and Freeways, Intercity Transit, Transportation for Livable Communities, and Alternative Modes.
- C. Draft 2004 SHOPP Program**  
Mike Duncan reviewed the list of proposed projects prepared by Caltrans to be included in the program. Mike Duncan provided a detailed matrix listing significant 2004 SHOPP projects from District 4 in Solano County.

**D. State Budget – Potential Impacts on Solano County Transportation Projects**

Mike Duncan identified the known and potential impacts to transportation funding on several state-funded programs affected by the Governor's recently released proposed State Budget.

**E. Cordelia Truck Scales Relocation Study – Update**

Mike Duncan discussed the major issues and concerns raised during the public input process and by various affected agencies to the potential truck scale locations in Solano County. He announced the upcoming meeting of the Arterials, Highways and Freeways Committee scheduled on February 5, 2004.

**F. Highway Projects Status Report**

Mike Duncan provided a status report on the major highway projects in Solano County and described the negative impact on funding sources to these projects.

**G. Project Monitoring Update**

Jennifer Tongson provided a status report on pending allocations/obligations and award deadlines.

**VIII. ADJOURNMENT**

The meeting was adjourned at approximately 3:25 p.m.. The next regular meeting of the STA TAC is scheduled for Wednesday, February 25, 2004 at 1:30 p.m..



**Solano Transportation Authority  
Board Meeting Highlights  
For February 11, 2004  
6:30 p.m.**

**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Kim Cassidy, STA Clerk of the Board  
**RE:** Summary Actions of the February 11, 2004 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of February 11, 2004. If you have any questions regarding specific items, please give me a call at 424-6008.

**ACTION ITEMS: FINANCIAL**

**A. STA's FY 2004-05 Proposed Budget**

Recommendation: Approve the following:

1. Adopt the proposed FY 2004-05 budget as shown in Attachment A.
2. Approve a 2% cost of living adjustment for STA salaries for FY 2004-05, as included in the proposed FY 2004-05 budget, consistent with Board adopted policy.
3. Approve the revised budget development schedule for FY 2004-05 and FY 2005-06 budget as specified in Attachment C.

On a motion by Member Silva, and a second by Member Spring, the STA Board unanimously approved the recommendation.

**B. Consultant Services for Development of the County  
Transportation Expenditure Plan**

Recommendation: Approve the following:

1. Authorize the Executive Director to retain the consultant services of Smith, Watts & Company for coordination of the development of the County Transportation Expenditure Plan (CTEP), public input process and public information materials for an amount not to exceed \$10,000.
2. Authorize the Executive Director to retain the consultant services of Nossaman, Guthner, Knox & Elliott, LLP, for legal services associated with the development of the CTEP and Programmatic Environmental Impact Report (EIR) for the CTEP

for an amount not to exceed \$10,000.

On a motion by Member Intintoli, and a second by Member Spering, the STA Board unanimously approved the recommendation.

**C. State Transit Assistance Funds (STAF) Program**

Recommendation: Authorize \$20,000 in FY 2003-04 STAF funds for the City of Benicia to be used as matching funds for the preparation of the Benicia Short Range Transit Plan (\$7,774) and to study Benicia Transit Operations and Coordination (\$12,226).

On a motion by Member Intintoli, and a second by Member Coglianese, the STA Board unanimously approved the recommendation.

**D. Cordelia Truck Scales Relocation Study – Update**

Recommendation: Recommend the STA Board approve the following:

1. Delete Option 2 from further consideration.
2. Determine the viability of relocating SR 12 to the north near Branscome Road to allow eastbound and westbound scales near Branscome Road, including a 4-lane roadway in this area. Delete the location near Olsen Road on SR 12 if this scenario is viable.
3. For Option 3 on I-80, reevaluate for locations outside of the Vaca-Dixon Greenbelt to a location, or locations, to the east.
4. Authorize the Executive Director to allocate up to \$10,000 in TCRP funds to complete recommendations 2 and 3.
5. *Direct staff to fully investigate the following issues:*
  - A. *Can the truck scales be closed completely, or at least until improvements are made to the I-80/680/12 Interchange if they stay in the Interchange?*
  - B. *Will one set of scales on I-80, east of Dixon, be sufficient instead of scales at three locations? Or possibly a set on I-80 and a set on I-505, but none on SR 12?*
  - C. *Can a viable location on I-80 be located east of the sites proposed in Option 3 without the need for another set of scales on SR 113?*
  - D. *Can the design criteria (including technology improvements) be reevaluated to decrease the need for such long ramps and the related bridge structures for the locations in the I-80/680/12 Interchange?*

On a motion by Member Messina, and a second by Member Courville, the STA Board approved the recommendation, as amended, on a vote of 7 to 1.

AYES: MacMillan, Courville, Messina, Coglianese, Augustine, Intintoli, Silva

NOES: Spering

ABSTAIN:

ABSENT:

**ACTION ITEMS: NON FINANCIAL**

**A. Schedule and Public Input Process for Development of Track 1 Projects for Transportation 2030**

Recommendation:

1. Approve the public input process, proposed schedule and timeline, and schedule as specified in Attachment E, for the submittal of a new Track 1 T-2030 funding list to MTC in May 2004.

On a motion by Member Intintoli, and a second by Member Spering, the STA Board unanimously approved the recommendation.

**B. I-80/680/780 MIS/Corridor Study – Long-Term Projects**

Recommendation: Approve the following:

1. The projects and recommended priority for I-80/680/780 Corridor Long-Term Projects as shown on Attachment A.
2. Add the Benicia Intermodal Terminal/Park and Ride to the I-80/680/780 Corridor Mid-Term Projects as project 15B.

At the request of the Board, Agenda Item IX.B was tabled to allow for review and discussion by Board Members.

**CONSENT CALENDAR ITEMS:**

On a motion by Member Silva, and a second by Member Courville, the consent items were approved with the exception of Agenda Item VII.D, *Local Match for State Route 12 Realignment and Rio Vista Bridge Feasibility Study*, which was pulled for separate discussion.

**A. STA Board Minutes of January 14, 2004**

Recommendation: Approve minutes of January 14, 2004.

**B. Draft TAC Minutes of January 28, 2004**

Recommendation: Receive and file.

**C. STA Gas Tax and TDA Contributions for FY 2004/05**

Recommendation: Approve the following recommendations:

1. Approve the gas tax claim of \$293,066 for FY 2004/05 at the index rate of 2.1% of the aggregate Solano County total for gas tax as indicated in Attachment C.
2. Approve the TDA claim of \$380,052 for FY 2004/05 at the index rate of 2.7% of the aggregate Solano County total for TDA as indicated in Attachment C.
3. Authorize the Executive Director to forward the gas tax and TDA claims for FY 2004/05 to the STA's Member Agencies.

**E. Amendment to Joint Exercise of Powers Agreement for the Capital Corridor**

Recommendation: Authorize the STA Chair to execute the attached "Amendment to Joint Exercise of Powers Agreement" for the Capitol Corridor Joint Powers Authority.

- F. TFCA Guidelines and Call for Projects**  
Recommendation: Approve the following:  
 1. 2004-05 TFCA Program Manager Guidelines.  
 2. Authorize the Executive Director to initiate a Call for Projects for the FY 2004-05 TFCA Program Manager funds.
- G. Final Draft 2004 Solano Congestion Management Program (CMP)**  
Recommendation: Approve the following:  
 1. 2004 Solano County Congestion Management Program.  
 2. Authorize the Executive Director to submit the 2004 Solano County Congestion Management program to MTC for approval.
- H. Application for the FTA Section 5310 Program to Replace One Solano Paratransit Vehicle**  
Recommendation:  
 Approve the following:  
 1. Authorize STA staff to submit an application for the FTA Section 5310 Program for the replacement of one Solano Paratransit vehicle.  
 2. Authorize \$11,250 in FY 2004-05 STAF funds for the local match if the grant is awarded.
- I. SolanoLinks Inter-City Transit Consortium Draft 2004 Work Plan**  
Recommendation: Approve the SolanoLinks Transit Consortium Work Plan for 2004 as specified in Attachment A.
- J. Paratransit Coordinating Council (PCC) Work Plan for 2004**  
Recommendation: Approve the PCC work plan for 2004 as specified in Attachment B.
- D. Local Match for State Route 12 Realignment and Rio Vista Bridge Feasibility Study**  
Recommendation: Authorize the Executive Director to:  
 1. Send a letter to the City of Rio Vista requesting a local cash match of \$25,000 as required by Caltrans for the Highway 12 Realignment and Rio Vista Bridge Feasibility Study application request.  
 2. Request STA staff to identify a local match funding source to share up to \$12,500 of the local match for the study from the 2004-05 STA budget.

Member Coglianese noted the City of Rio Vista provided a letter requesting a local cash match as indicated in Recommendation 1. Staff recommended the STA Board not take action on Recommendation 1.

On a motion by Member Coglianese, and a second by Member Messina, the STA Board unanimously approved Agenda Item VII.D, Recommendation 2.

**UPDATE FROM STAFF**

- A. Caltrans Report – Yader Bermudez**
- B. MTC Report –None provided.**

**C. STA Report**

1. Proclamation of Appreciation for Congressman George Miller.
2. Update of TEA 3 Reauthorization.
3. Staff Funding presentation on Programs and Allocations.

**INFORMATIONAL ITEMS:** Information was provided for the following items:

**A. State Budget – Potential Impacts on Solano County  
Transportation Projects**

**B. Draft 2004 SHOPP Program**

**C. Status Report on Solano Comprehensive Transportation  
Plan**

**D. Highway Projects Status Report**

**E. Status of Unmet Transit Needs Process for FY 04-05**

**F. Solano Napa Commuter Information Six-Month Program Review  
Review**

**G. FUNDING OPPORTUNITIES:** Information was provided for future funding opportunities for the following:

- ◆ *Regional Signal Timing Program Funds.*
- ◆ *Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds Program.*
- ◆ *2004-05 Elderly and Disabled Transit (Section 5310) Program.*
- ◆ *TDA Article 3 Program.*
- ◆ *Safe Routes to Schools (5<sup>th</sup> cycle).*
- ◆ *TFCA Program (40% Program Manager Funds).*

**H. Project Monitoring Update**

The next regular meeting of the STA Board is scheduled for **March 10, 2004, 6:00 p.m.** at Suisun City Hall.



**Solano Transportation Improvement Authority  
Board Meeting Highlights  
For February 11, 2004  
6:00 p.m.**

**Notice to the Public:**

**By action of the Solano County Board of Supervisors a new public agency has been established. The new public agency is the Solano Transportation Improvement Authority (STIA) and it has been established pursuant to, and for the purposes provided for, under California Public Utilities Code §§180000 et seq.**

**This Notice is to announce the initial, organizational meeting of the STIA.**

**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Kim Cassidy, STIA Clerk of the Board  
**RE:** Summary Actions of the February 11, 2004 STIA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Improvement Authority at the Board meeting of February 11, 2004. If you have any questions regarding specific items, please give me a call at 424-6008.

**SWEARING ON OF NEW BOARD MEMBERS**

On February 11, 2004 members to the STIA Board were sworn in by STA Clerk of the Board, Kim Cassidy,

**BOARD MEMBERS PRESENT:**

|                    |                     |
|--------------------|---------------------|
| Jim Spering        | City of Suisun City |
| Karin MacMillan    | City of Fairfield   |
| Mary Ann Courville | City of Dixon       |
| Steve Messina      | City of Benicia     |
| Marci Coglianese   | City of Rio Vista   |
| Len Augustine      | City of Vacaville   |
| Joanne Schivley    | City of Vallejo     |
| John Vasquez       | County of Solano    |

**ACTION ITEMS: FINANCIAL**

**None presented.**

**ACTION ITEMS: NON FINANCIAL**

**A. Selection of STIA Chair and Vice Chair**

Recommendation:

Select STIA Chair and Vice-Chair.

On a motion by Member MacMillan, and a second by Member Courville, the STIA Board unanimously approved the selection of Member Spering (City of Suisun City) as STIA Chair.

On a motion by STIA Chair Spering, and a second by Member Messina, the STIA Board unanimously approved the selection of Member Courville (City of Dixon) as STIA Vice Chair.

**B. Authorization of STA to Perform STIA Administrative and Legal Functions for STIA and the Appointment of Specified STIA staff**

Recommendation: Approve the following:

1. Resolution 2004-01 -

A. Authorizing the STA to perform administrative and legal duties and functions on behalf of the STIA.

B. Authorizing the Appointment of Daryl K. Halls – Executive Director, Charles O. Lamoree – Legal Counsel, and Kim Cassidy – Clerk of the Board.

2. Authorize the STIA Chair to forward a letter to the STA requesting the STA provide and cover the costs for administrative and legal support for the STIA until the November 2, 2004 election.

On a motion by Member Messina, and a second by Member Vasquez, the STIA Board unanimously approved the recommendation.

**C. Adoption of Interim Rules of Procedure for STIA**

Recommendation: Adopt Resolution 2004-02 establishing interim rules of procedure for the STIA and designating the time and place for regular meetings of the STIA Board.

On a motion by Member MacMillan, and a second by Member Coglianese, the STIA Board unanimously approved the recommendation.

**D. Designation of Local Funding Subcommittee as STIA CTEP Subcommittee**

Recommendation: Approve the designation of the members of the STA’s Local Funding Subcommittee to serve as the CTEP Subcommittee for STIA for the purpose of coordinating with staff and consultants in the review and development of the CTEP and related tasks.

On a motion by Member Vasquez, and a second by Member Coglianese, the STIA Board unanimously approved the recommendation.

**CONSENT CALENDAR ITEMS:**

**None presented.**

**INFORMATIONAL ITEMS:** Information was provided for the following items:

**A. Summary of Process and Development of CTEP and Ordinance**

The next regular meeting of the STIA Board is scheduled for **March 10, 2004, at approximately 7:30 p.m.**, following the regular STA Board meeting at Suisun City Hall.



DATE: February 13, 2004  
 TO: STA TAC  
 FROM: Robert Guerrero, Associate Planner  
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA members during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

| <u>Fund Source</u>   | <u>Application Available From</u>       | <u>Applications Due</u>   |
|--|---|---|
| Yolo Solano Air Quality Management District (YSAQMD) Clean Air Funds Program | Jim Antone<br>YSAQMD<br>(530) 757-3653  | <b><i>Draft Applications Due to STA:<br/>February 25, 2004<br/>Final Applications due to<br/>YSAQMD:<br/>March 19, 2004</i></b> |
| 2004-05 Elderly and Disabled Transit (Section 5310) Program                  | Dana Lang, MTC<br>(514) 464-7764        | <b>February 25, 2004</b>  |
| TDA Article 3 Program  | Craig Goldblatt,<br>MTC, (510) 464-7837 | <b>March 1, 2004</b>  |
| Safe Routes to Schools (5th Cycle)   | Hin Kung, Caltrans<br>(510) 286.5234    | <b>February 27, 2004</b>  |
| TFCA Program (40% Program Manager Funds)                                     | Robert Guerrero,<br>STA, (707) 424-6014 | <b>Tentatively due to STA<br/>March 12, 2004</b>  |



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*FUNDING OPPORTUNITY:*

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

*Draft Applications Due to the STA for the  
STA/YSAQMD Screening Committee on February 25, 2004  
Final Applications due to YSAQMD on March 19, 2004*

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TO: STA TAC

FROM: Robert Guerrero, Associate Planner

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

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

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

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

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

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

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

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

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*FUNDING OPPORTUNITY:*

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

Applications Due: February 25, 2004

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TO: STA TAC

FROM: Robert Guerrero, Associate Planner

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

Eligible Project Sponsors: Private non-profit organizations and public agencies

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

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

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

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

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

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

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*FUNDING OPPORTUNITY:*

**Safe Routes to Schools Program (5<sup>th</sup> Cycle)**

Applications Due: February 27, 2004

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TO: STA TAC

FROM: Robert Guerrero, Associate Planner

This summary of the Safe Routes to Schools Program (SR2S) funds is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** City and County Agencies, Regional Transportation Planning Agencies, and/ or any government agency authorized to construct improvements on public roads or facilities.

**Program Description:** Caltrans administers the Safe Routes to School Program and uses federal funds for construction of bicycle, pedestrian safety, and traffic calming projects. Application materials and program guidelines can be obtained from Caltrans website at:  
[www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm](http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm).

**Funding Available:** This program requires a 10% local match. Approximately \$26 million was available to this program last year. Project requests must not exceed \$450,000.

**Eligible Projects:** Project categories include: sidewalk improvements, traffic calming & speed reduction, pedestrian/ bicycle crossing improvements, and traffic diversion improvements.

**Program Contact Person:** Hin Kung, Caltrans District 4, (510) 286.5234

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

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*FUNDING OPPORTUNITY:*

**Transportation Development Act (TDA) Article 3**

Draft Applications Due: March 1, 2004

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TO: STA TAC and SolanoLinks Consortium

FROM: Robert Guerrero, Associate Planner

This summary of the Transportation Development Act (TDA) Article 3 Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Solano cities and county agencies

Program Description: 2% of TDA funds is dedicated to pedestrian and bicycle projects in Solano County. TDA funding is generated by a 1/4 cent tax on retail sales in each county.

Funding Available: Approximately \$290,000 is available for TDA Article 3 funding each year for Solano County.

Eligible Projects: Eligible projects include bicycle and pedestrian planning and construction projects.

Further Details: Applicants for TDA Article 3 funding must be included in the STA's 5-Year TDA Article 3 Bicycle/Pedestrian Plan. The BAC annually reviews and recommends revisions to the 5-Year Plan based on applications received during the call for projects period. STA staff will begin accepting applications after the STA Board issues a call for projects, anticipated in January 14, 2004. TDA Article 3 forms are available on MTC's website at:  
[www.mtc.dst.ca.us/funding/claim\\_forms.htm](http://www.mtc.dst.ca.us/funding/claim_forms.htm)

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

MTC Program Contact Person: Craig Goldblatt, MTC, (510) 464-7837

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*FUNDING OPPORTUNITY:*

**Solano Transportation Fund for Clean  
Air (TFCA) Program**  
(40% Program Manager Funds)

Applications Due to STA March 12, 2004 (tentatively)

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TO: STA TAC and SolanoLinks Consortium

FROM: Robert Guerrero, Associate Planner

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

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and colleges in south Solano County are eligible.

Program Description: This program provides grants to local agencies for clean air projects.

Funding Available: Approximately \$340,000 is available for FY 2004-05.

Eligible Equipment: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

Further Details: Application material, program guidelines, and additional information about the TFCA program are available. TFCA guidelines were reviewed and approved by the STA Board on February 11, 2004.

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014

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*Agenda Item V.E  
February 25, 2004*



DATE: February 13, 2004  
TO: STA TAC  
FROM: Kim Cassidy, Administrative Services Director/Clerk of the Board  
RE: Updated STA Meeting Schedule for 2004

**Background:**

Attached is the revised STA schedule for meetings that may be of interest to the STA TAC. This schedule is an overview of the 2004 calendar year.

**Fiscal Impact:**

None.

**Recommendation:**

Informational

Attachment:

A. Meeting Schedule 2004



## STA MEETING SCHEDULE (For The Calendar Year 2004)

| DATE     | TIME       | DESCRIPTION                                | LOCATION                   | CONFIRMED |
|----------|------------|--|----------------------------|-----------|
| Feb. 26  | 1:30 p.m.  | Alternative Modes Subcommittee             | STA Conference Room        | X         |
| March 4  | 6:30 p.m.  | Bicycle Advisory Committee (Special) (BAC) | STA Conference Room        | X         |
| March 10 | 6:00 p.m.  | STA Board Meeting                          | Suisun City Hall           | X         |
| March 10 | 7:30 p.m.  | STIA Board Meeting (Time Approximate)      | Suisun City Hall           | X         |
| March 19 | 12:00 p.m. | Paratransit Coordinating Council (PCC)     | Solano Community College   | X         |
| March 31 | 10:00 a.m. | Intercity Transit Consortium               | STA Conference Room        | X         |
| March 31 | 1:30 p.m.  | Technical Advisory Committee (TAC)         | STA Conference Room        | X         |
| April 5  | 9:00 a.m.  | Transit Subcommittee                       | STA Conference Room        | X         |
| April 8  | 6:30 p.m.  | Bicycle Advisory Committee (BAC)           | STA Conference Room        | X         |
| April 14 | 6:00 p.m.  | STA Board Meeting                          | Suisun City Hall           | X         |
| April 14 | 7:30 p.m.  | STIA Board Meeting (Time Approximate)      | Suisun City Hall           | X         |
| April 21 | 6:30 p.m.  | Pedestrian Advisory Committee (PAC)        | STA Conference Room        | X         |
| April 28 | 10:00 a.m. | Intercity Transit Consortium               | STA Conference Room        | X         |
| April 28 | 1:30 p.m.  | Technical Advisory Committee (TAC)         | STA Conference Room        | X         |
| May 12   | 6:00 p.m.  | STA Board Meeting                          | Suisun City Hall           | X         |
| May 12   | 7:30 p.m.  | STIA Board Meeting (Time Approximate)      | Suisun City Hall           | X         |
| May 19   | 6:30 p.m.  | Pedestrian Advisory Committee (PAC)        | STA Conference Room        | X         |
| May 21   | 12:00 p.m. | Paratransit Coordinating Council (PCC)     | Fairfield Community Center |           |
| May 26   | 10:00 a.m. | Intercity Transit Consortium               | STA Conference Room        | X         |
| May 26   | 1:30 p.m.  | Technical Advisory Committee (TAC)         | STA Conference Room        | X         |
| June 9   | 6:00 p.m.  | STA Board Meeting                          | Suisun City Hall           | X         |

|          |            |  |                            |   |
|----------|------------|--|----------------------------|---|
| June 9   | 7:30 p.m.  | STIA Board Meeting (Time Approximate)  | Suisun City Hall           | X |
| June 10  | 6:30 p.m.  | Bicycle Advisory Committee (BAC)       | STA Conference Room        | X |
| June 30  | 10:00 a.m. | Intercity Transit Consortium           | STA Conference Room        | X |
| June 30  | 1:30 p.m.  | Technical Advisory Committee (TAC)     | STA Conference Room        | X |
| July 14  | 6:00 p.m.  | STA Board Meeting                      | Suisun City Hall           | X |
| July 14  | 7:30 p.m.  | STIA Board Meeting (Time Approximate)  | Suisun City Hall           | X |
| July 16  | 12:00 p.m. | Paratransit Coordinating Council (PCC) | Fairfield Community Center |   |
| Aug. 25  | 10:00 a.m. | Intercity Transit Consortium           | STA Conference Room        | X |
| Aug. 25  | 1:30 p.m.  | Technical Advisory Committee (TAC)     | STA Conference Room        | X |
| Sept. 8  | 6:00 p.m.  | STA Board Meeting                      | Suisun City Hall           | X |
| Sept. 8  | 7:30 p.m.  | STIA Board Meeting (Time Approximate)  | Suisun City Hall           | X |
| Sept. 17 | 12:00 p.m. | Paratransit Coordinating Council (PCC) | Fairfield Community Center |   |
| Sept. 29 | 10:00 a.m. | Intercity Transit Consortium           | STA Conference Room        | X |
| Sept. 29 | 1:30 p.m.  | Technical Advisory Committee (TAC)     | STA Conference Room        | X |
| Oct. 13  | 6:00 p.m.  | STA Board Meeting                      | Suisun City Hall           | X |
| Oct. 13  | 7:30 p.m.  | STIA Board Meeting (Time Approximate)  | Suisun City Hall           | X |
| Oct. 27  | 10:00 a.m. | Intercity Transit Consortium           | STA Conference Room        | X |
| Oct.27   | 1:30 p.m.  | Technical Advisory Committee (TAC)     | STA Conference Room        | X |
| Nov. 10  | 5:00 p.m.  | STA Board Meeting                      | Suisun City Hall           | X |
| Nov. 10  | 6:00 p.m.  | STA 7 <sup>th</sup> Annual Awards      | Fairfield TBD              | X |
| Nov. 24  | 10:00 a.m. | Intercity Transit Consortium           | STA Conference Room        | X |
| Nov. 24  | 1:30 p.m.  | Technical Advisory Committee (TAC)     | STA Conference Room        | X |
| Dec. 8   | 6:00 p.m.  | STA Board Meeting                      | Suisun City Hall           | X |
| Dec. 17  | 12:00 p.m. | Paratransit Coordinating Council (PCC) | Fairfield Community Center |   |
| Dec. 29  | 10:00 a.m. | Intercity Transit Consortium           | STA Conference Room        | X |
| Dec. 29  | 1:30 a.m.  | Technical Advisor Committee (TAC)      | STA Conference Room        | X |



Date: February 13, 2004  
To: STA TAC  
From: Dan Christians, Assistant Executive Director/Director of Planning  
Re: Solano-Napa Countywide Travel Demand Modeling Contract with the City of Fairfield

**Background:**

Since 1991 when the STA prepared its first Congestion Management Program, the STA has maintained the Countywide Traffic Model through a contract with the City of Fairfield. The current traffic model utilizes the TranPLAN program.

The STA is responsible for maintaining the model and making it available to member agencies and other governmental entities (e.g. Caltrans) based on policies established in the Solano Congestion Management Program. Any fundamental modifications or alterations to the model data are subject to approval by the STA Board.

The current model includes all of the existing land uses and the currently adopted general plan land uses and planned roadway networks from each of the eight STA member jurisdictions. The model can currently forecast traffic volumes and levels of service (LOS) in 5-year increments out to the year 2025. The STA model is not intended to duplicate local city models, but primarily forecasts traffic volumes on major intercity roadways (all freeways, highways, arterials and major collectors) having countywide significance. STA's countywide model and the city models are intended to complement each other and have a common, consistent database to project traffic volumes to all parts of the county and region. The model is also used for planning and project development purposes by the STA and various agencies, such as Caltrans.

Recently, the STA has been using the model for the traffic forecasts for the I-80/680/12 Interchange, North Connector, Jepson Parkway and the I-80/680/780 Corridor Study. Caltrans used the model for the I-80/I-680 auxiliary lanes project and State Route 12 (Jameson Canyon) EIS/R. The City of Rio Vista has used the model to assist in the development of their current General Plan and had recent runs completed for housing and commercial developments planned along S.R. 12. The costs for special model runs for member agency general plan amendments, EIRs or major projects are reimbursed to the STA by the project sponsor to pay for additional services that may be required from time to time beyond the terms, scope, and funding limits specified in this proposed contract.

During 1999-2001, a substantial update to the model was conducted and the STA Board approved the core land use and traffic count data contained in the model on January 10, 2001 and the 5- year traffic projections through the year 2025 on June 13, 2001. During 2003-04, a new Solano-Napa County multi-modal travel demand model is being developed by DKS Associates, with substantial input from Ken Harms, City of Fairfield, the Modeling

Subcommittee of the TAC, STA and the Napa County Transportation Planning Agency. The new Multi-Modal Travel Demand Model is being developed for both Solano and Napa counties, using a new program called "Cube." In addition to incorporating all of the zones and basic land use and network data from MTC's nine-county "Baycast" regional model, it will include Sacramento Area Council of Governments (SACOG) and San Joaquin Council of Governments data from the regional models. Incorporating all three regions helps to provide the most reliable projections, particularly at the eastern and northern gateways of Solano County (i.e., S.R. 12 in Rio Vista and I-80 in the Dixon to Vacaville area).

The new model is updating the county's traffic analysis zones (TAZ's), incorporating existing traffic counts, updating and refining the local land use data and the roadway system. When completed, the new STA Traffic Model will eventually have a much greater ability to project all modes of travel demand including HOV lanes, bus, rail and ferry in addition to vehicular traffic. The core land use and demographic data and projections developed in the new model can also be incorporated into any future geographical information system (GIS) that may be developed by the STA, in partnership with other local agencies. The new model will make forecasts based on existing and projected person trips (based on all travel modes – auto, bus, rail, ferry, carpools/vanpools) as well as the number of jobs expected during the 25 year model timeframe.

**Discussion:**

For various on-going planning and project development activities, the STA continues to require on-going modeling services to run and maintain the current model. Staff proposes to continue to contract with the our member agency, City of Fairfield, for primary modeling maintenance services because of their significant expertise, knowledge and skills pertaining to the model.

During the past year, there has been an extensive amount of modeling work completed by Ken Harms, in support of the STA's priority projects including the I-80/680/780 Corridor Study, Jepson Parkway and S.R. 12 West (Jameson Canyon) projects.

The previous modeling contract with the City of Fairfield expired on June 30, 2003. The STA Board budgeted \$80,000 a year for modeling services for FY 2003-04 and 2004-05 to complete various modeling runs for on-going EIS/Rs and the I-80/680/780 Corridor Study.

During FY 2003-04 and 2004-05, it is expected that additional on-going work needs to be completed for the I-80/680/12 Interchange, North Connector, State Route 12 (Jameson Canyon) and Jepson Parkway. There also continues to be a substantial amount of technical assistance needed to provide input on the development of the new multi-modal model as well as running and fine tuning it once it is fully operational.

The City of Fairfield remains the most effective agency to readily maintain and run the model in the current year (as well as on an on-going basis) to meet STA's modeling needs at a reasonable cost. Staff recommends that the STA extend the current modeling contract with the City of Fairfield, using funds already budgeted for this activity for FY 2003-04 and FY 2004-05. Three additional optional years (2005-06, 2006-07 and 2007-08) are also to be included in this contract subject to approval by the STA Executive Director and additional budget authority. Because of the addition of all of Napa County and the incorporation of a transit component for the first time, private consulting services may be needed from time to time depending on the STA modeler's workload. This contract provides the resources for approximately one-half of the modelers available work time, or about 1,000 hours of time commitment each fiscal year. A preliminary scope of work is attached.

**Fiscal Impact:**

\$80,000 for modeling services was included in the FY 2003-04 STA budget as well as the recently adopted for 2004-05 STA budget. Annual modeling funds are provided from federal STP-planning (\$60,000) and the Napa County Transportation Planning Agency (\$20,000).

**Recommendation:**

Forward a recommendation to the STA Board to:

1. Authorize the Executive Director to enter into a two -year contract with the City of Fairfield to provide on going travel demand modeling services in an amount not to exceed \$80,000 a year for FY 2003-04 and FY 2004-05 plus three potential additional optional years (2005-06, 2006-07 and 2007-08) if determined needed by the STA Executive Director and subject to additional budget authority for each optional year.
2. Approve the preliminary Scope of Work as contained in Attachment A.

Attachment A - Proposed Scope of Work for Solano-Napa Countywide Travel Demand Contract for FY 2003-04 and FY 2004-05.

**Exhibit A**  
**Solano Countywide Travel Demand Model Contract with City of Fairfield**  
**Proposed Scope of Work for 2003-04 and 2004-05**  
**and Optional Years**

Subject to input from the Modeling Subcommittee and final approval by the STA Executive Director and staff, the consultant shall provide 1,000 hours of service per fiscal year for various travel demand modeling services for the current and new model for the following tasks to be completed during 2003-04 and 2004-05 (plus optional years 2005-06, 2006-07 and 2007-08):

1. Complete land use and traffic forecasts for 2025 (and extrapolate to 2030) as required for the I-80/680/780 Corridor Study; EIS/Rs for I-80/680/12 Interchange, the North Connector and State Route 12 (Jameson Canyon); the 2004 Solano Congestion Management Program and the Solano Comprehensive Transportation Plan (CTP) update.
2. Prepare large-scale graphics illustrating existing and projected traffic volumes and levels of service for 2000, 2005, 2010, 2015, 2020, 2025 and 2030.
3. Submit reports as required to the Solano Transportation Authority (STA), Caltrans and the Metropolitan Transportation Commission (MTC) including all major findings and projections of the model. Incorporate any necessary technical changes requested by MTC, Caltrans, or STA in accordance with the "MTC's CMP Traffic Modeling Consistency Checklist" and other accepted modeling standards and practices of Caltrans, FHWA and other state, federal, regional and local agencies.
4. Provide support assistance to the STA staff as part of presentations on the major findings of the model to the TAC, Modeling Subcommittee, Arterials, Highways and Freeways Committee, Transit Committee, Alternative Modes Committee, citizen committees and STA Board.
5. Assist the STA and its consultants with modeling data to help conduct some "what if" scenarios as part of the Solano Comprehensive Transportation Plan, corridor studies, projects and future updates, analyses and components of the CTP and CMP.
6. Assist the STA and its consultants develop the new a multi-modal travel demand model, including providing and transitioning land use and traffic data from the current model and the incorporation of Napa County land uses and road network into the expanded multi-modal model.
7. Provide STA with a complete hard copy and electronic copy of all technical data files of the most recent model updates including but not limited to existing and projected land uses and jobs, mode split, existing and projected traffic volumes, traffic analysis zones, gateway volumes, method of validation, and other related data files for review by the STA TAC, Modeling Subcommittee and approval by the STA Board.
8. Meet at least quarterly with STA staff to identify progress made and hours expended to complete on-going projects and agree to hourly commitments for the next quarter.



DATE: February 13, 2004  
TO: STA TAC  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Draft I-80/680/780 Transit Corridor Study

**Background:**

In February 2003, the STA Board approved entering into a contract with Wilbur Smith Associates to conduct the I-80/680/780 Transit Corridor Study. The study was funded with a \$275,000 grant from the state's Planning and Congestion Relief Program (part of the Traffic Congestion Relief Program). The major tasks of this study include:

- Analysis of the performance of all existing intercity bus services in Solano County.
- Documentation of the existing park and ride and transit center facilities along the I-80/680/780 Corridor.
- Analysis of corridor travel demand for commuters traveling between Solano County to the Bay Area and Sacramento destinations.
- Development of a 25-year Corridor Express Bus Service Plan.
- Development of a Highway Interface Plan identifying locations and types of highway improvements (such as direct HOV connectors) that would improve or maintain travel time for buses and ridesharing.
- An implementation strategy that proposes a phasing bus facility and support facility plan.

This study also provided the major transit and park and ride components proposed for the overall I-80/680/780 Corridor Study.

The Draft Plan was completed and circulated to Consortium and TAC members, Caltrans staff and the I-80/680/780 Corridor Study Project Development Team members in December 2003.

**Discussion:**

To meet projected travel demand for 2030, the I-80/680/780 Transit Corridor Study recommends the following major elements:

1. An increase in park and ride spaces along the corridor from the current estimated 1,600 spaces to a total of about 4,200 spaces
2. Expansion of the total number of intercity buses from the current combined fleet of 29 buses to 100 buses by 2030 to meet the transit ridership projections for residents and workers in Solano County.

3. The major new and increased bus services proposed along the corridor include:
  - A. Providing direct transit service for Benicia to El Cerrito del Norte BART.
  - B. Modifying Routes 90 and 91 services to alternate those routes to provide better-combined peak hour service from Fairfield and Vacaville to BART.
  - C. Establishing a “super express” service from the Vallejo Ferry Terminal to Sacramento on the I-80 Corridor.
  - D. Combining and upgrading Routes 20 and 30 to provide additional commute and mid-day service along I-80 between Fairfield, Vacaville, Dixon and Davis.
  - E. Expanding Route 40 service from Vacaville-Fairfield-Benicia-Walnut Creek BART to provide additional mid-day hourly service with stops in Benicia and the Cordelia area of Fairfield.
  - F. Increasing headways on Route 80 from Vallejo- El Cerrito del Norte BART from 10 minutes to 7 minutes to every 5 minutes.
  - G. Extending Route 85 service from its current terminus at Westfield Solano Mall to Davis and Sacramento.
  - H. Extending express bus service from Vallejo to Marin County along Hwy 37.
  
4. The proposed projected total costs of the study’s specific recommendations include:
  - A. Bus fleet costs: \$60 million
  - B. Maintenance Facilities: \$10.1 million
  - C. Mid and long term park and ride spaces: \$55 million
  - D. Access improvements to transit centers and park and ride facilities: \$84 million
  
5. Additional “Next Steps” to better co-ordinate and fund these increased services include:
  - A. Incorporating the recommendations of this study into the Update of the Solano Comprehensive Transportation Plan.
  - B. Funding and implementing the first five-year projects (with particular attention to right-of-way protection for new planned park and ride facilities).
  - C. Developing annual and multi-year memorandums of understanding between STA member agencies to fund these intercity transit services.
  - D. Conducting a transit consolidation study.
  - E. Working with Caltrans to pursue connecting HOV lanes with Contra Costa County along I-80 near the Carquinez Bridge.
  - F. Conducting an S.R. 12 Transit Study (Rio Vista-Fairfield-Napa) to develop a transit strategy for that corridor to provide direct connecting service to the I-80/680/780 transit corridor.

**Total Capital Costs: \$209.1 million over 25 years**

In addition to the estimated capital costs, the study estimates the annual bus operating subsidy to increase from \$4.6 million in 2004 to \$10.9 million by 2030

Comments on the Draft Plan were received from Caltrans District 4, City of Benicia, City of Vacaville, City of Vallejo, Korve Engineering and STA staff. Responses have been provided for

each of the comments received and were provided at the January 28<sup>th</sup> TAC and Consortium meetings.

The recommendations of the study are currently being incorporated into the overall Draft I-80/680/780 Corridor Study. Once the Transit Consortium and the TAC have made a recommendation on this study, it will be forwarded to the STA Board for review, discussion and approval.

The STA Board and STA Transit Committee are expected to receive a presentation on the Draft Plan at their next meetings on March 10, 2004 and April 5, 2004, respectively, with final action on the plan scheduled for April 14, 2004.

Copies of the Draft Plan will be mailed to TAC and Consortium under separate cover.

**Recommendation:**

Recommend to the STA Board to approve the Draft I-80/680/780 Transit Corridor Study.

Attachment A: Draft I-80/680/780 Transit Corridor Study to be mailed under separate cover.



DATE: February 13, 2004  
TO: STA TAC  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Status of Unmet Transit Needs Process for FY04/05

**Background:**

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads; five out of eight jurisdictions currently use TDA funds for streets and roads (Dixon, Rio Vista, Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from the transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the five agencies who claim TDA for streets and roads purposes to submit those TDA article 8 claims for FY04/05. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

MTC held its Unmet Transit Needs hearing for the FY04/05 TDA funding cycle on Thursday, November 6<sup>th</sup> at the Ulatis Community Center in Vacaville. MTC has compiled the comments

received at the hearing and those received through other means through November 17, 2003. The STA received MTC's list of comments the week of January 26 (see Attachment A). STA presented the comments to the Transit Consortium on January 28, 2004.

Following the meeting, the comments were distributed to the appropriate transit operators to draft a response to each of the issues. The responses received as of the February 13 deadline are included in the attachment. Any additional response received prior to the Consortium will be brought to the meeting. If all responses are received, the TAC and the Consortium may be able to review in total and recommend approval of the collective responses to the STA Board in March.

**Recommendation:**

Recommend to the STA Board approval of the following:

1. Responses to the Unmet Transit Needs Hearing for FY04/05, as shown in Attachment B.
2. Authorize the Executive Director to forward the coordinated Unmet Transit Needs response for FY04/05 to MTC.

Attachment:

- A. MTC Unmet Transit Needs Letter and FY04/05 Issues
- B. FY04/05 Issues and Responses Table



**ATTACHMENT A**  
**METROPOLITAN** Joseph P. Bort MetroCenter  
**TRANSPORTATION** 101 Eighth Street  
Oakland, CA 94607-4700  
**COMMISSION** Tel.: 510.464.7700  
TTY/TDD: 510.464.7769  
Fax: 510.464.7848  
e-mail: info@mtc.ca.gov  
Web site: www.mtc.ca.gov

FEB 5 2004

January 27, 2004

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Marin County and Cities

*Jon Rubin, Vice Chair*  
San Francisco Mayor's Appointee

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and Urban Development

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Santa Clara County

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Contra Costa County

*Bill Dodd*  
Napa County and Cities

*Dorene M. Giacomini*  
U.S. Department of Transportation

*Scott Haggerty*  
Alameda County

*Barbara Kaufman*  
San Francisco Bay Conservation  
and Development Commission

*Sue Lempert*  
Cities of San Mateo County

*John McLemore*  
Cities of Santa Clara County

*Michael D. Nevin*  
San Mateo County

*Bijan Sartipi*  
State Business, Transportation  
and Housing Agency

*James P. Spering*  
Solano County and Cities

*Pamela Torliatt*  
Association of Bay Area Governments

*Sbaron Wright*  
Sonoma County and Cities

*Shelia Young*  
Cities of Alameda County

*Steve Heminger*  
Executive Director

*Ann Flemer*  
Deputy Director/Operations

*Therese W. McMillan*  
Deputy Director/Policy

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

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the MTC unmet transit needs public hearing held in Solano County on November 6, 2003, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2004-05 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the November 6th public hearing, and copies of all correspondence received by MTC pertinent to the Solano County unmet transit needs process. Attached to this letter is a summary list of the preliminary unmet transit needs issues identified as a result of the public participation process for Solano County.

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g. bike racks, bus stops) and transit safety. In addition, unmet transit needs include requirements of the Americans with Disabilities Act and the provision of welfare-to-work public transit. The purpose of this hearing, set forth by statutes, is to ascertain those reasonable transit needs not being met by current service in Solano County. Many of the comments made at the hearing or received by MTC are deemed to be minor or were not relevant to specific transit service and the use of TDA funding.

Listed on Attachment A are the preliminary issues that were raised at the November 6, 2003, Solano County Unmet Transit Needs hearing or through written comment received by MTC. This list represents any *relevant* comments made through this year's unmet transit needs hearing process without regard to the merit or reasonableness of the comment or request. However comments deemed to be minor or not relevant to specific transit service and the use of TDA funding were not included. These would include the following types of comments:

- Comments regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo)

- Additionally, incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need unless public comment reveals a pattern to such incidents that might warrant policy or operational changes. Other “minor” issues include better distribution of transit information, better information on the location of late paratransit vehicles, minor delays in picking up passengers etc. While these comments are important to the comfort and convenience of the transit systems’ patrons, they are not unmet transit needs. MTC is confident that STA, working with the transit operators, can address these issues.
- Finally, issues such as the economics of automobile use, the transportation impacts of land-use decisions, and the priorities of federal gas tax revenues, etc. are not considered to be relevant to the unmet transit needs process. An exhaustive, complete record of the comments received can be found in other attachments to this letter.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in conjunction with staff members of the jurisdictions in the County. Please provide us with a *preliminary* evaluation of each of the issues listed in Attachment A below at your earliest opportunity. Your response, as well as a description of the approach the cities and County intend to take in addressing these issues, will help us develop recommendations in a complete and fair manner. Authority staff should provide MTC with substantive information supporting one of the following for each issue:

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place between now through the fiscal year 2004-05; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards, or
4. that the study resulted in the identification of an alternative means of addressing the issue; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

“Substantive information” supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee as an unmet transit need subject to

Mr. Daryl Halls  
January 27, 2004  
Page 3

countywide planning and resolution prior to any allocation of TDA funds for streets and roads purposes.

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC's Programming and Allocations Committee (PAC) identifying those issues that the cities and County must address prior to MTC's consideration of FY 2004-2005 TDA fund requests for streets and roads purposes. We intend to present our recommendations to PAC. Receipt of your responses would be one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me at (510) 464-7837 if you have any questions or comments.

Sincerely,



Craig Goldblatt  
Solano County Liaison

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner  
Morrie Barr, City of Fairfield  
Pam Belchamber, City of Vallejo  
Dale Pfeiffer, City of Vacaville  
Robert Souza, City of Benicia  
Janet Koster, City of Dixon  
Julie Pappa, City of Rio Vista  
Gary Cullen, City of Suisun  
Charles Jones, County of Solano  
Ernest Bradford, Chair, Solano County PCC (c/o Jennifer Tongson, STA)

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## **Attachment A: Issues raised at the November 6, 2003, Unmet Transit Needs Hearing or by Written Comment Received by MTC**

### **Fixed Route Service Issues**

1. The number of bus stops are insufficient on Route 20 operated by Fairfield-Suisun Transit between Fairfield and Vacaville. The number of stops in Vacaville is not sufficient. Specifically an additional stop in the vicinity of Browns Road is requested.
2. There is a need for service in Southhampton area in Benicia. Public transit was discontinued serving the South Hampton area (Benicia). Benicia discontinued transit service to this area. The concern was expressed that a significant number of low-income residents there no longer have access to transit services.
3. Buses are not frequent enough between Vallejo and Vacaville. Per testimony at the hearing, it can take between 2 and 2.5 hours to travel from Vallejo to the Eldridge Social Services Center in Vacaville, which is not reasonable.
4. Transit service is not frequent enough within Fairfield, and there no bus stop in reasonable proximity to the Fairfield READY Center. Headways are 60 minutes in Fairfield. Additionally, the walk from the bus stop is .75-1.00 miles, which is burdensome for disabled patrons or for any patron, if the weather is bad. A deviation of the route or a shuttle service is requested to provide direct service into the Ready Center. Additionally, it takes to much time to get back downtown from the READY Center due to the circuitous nature of the Fairfield-Suisun Transit route and the 60-minute headway.
5. Fairfield-Suisun Transit does not offer adequate evening or weekend service. Two requests were made to extend FST service into the evening hours (i.e. 8 or 9 p.m.) and to offer Sunday service.
6. Below are upgrades Requested for Vacaville City Coach Service:
  - #4 bus needs to go around, or much closer to the Leisure Town, City Hall Building.
  - Bus Service needs to run on Sundays, for at least 5-6 hours.
  - The #7 and #8 buses need to go to the California State Prison (CSP) state prison, which is on Peabody Road.
  - There is already a bus that goes down to the Correctional Medical Facility (CMF) State Prison. However there is no bus that takes patrons down to the main entrance, of CSP state prison. This is problematic for those wishing to make prison visits.

**Paratransit Issues**

7. Wheelchair access is More difficult on Vallejo Transit's new buses: Vallejo Transit's newer buses have aisles that are so narrow that it is difficult to for the disabled (wheelchairs) to get on and off. The bus driver now has to get off the bus and unload the chair from the side, causing longer dwell times.

**General Issues**

8. Need for a single fare card instrument for use on all the transit systems. A rider requested a universal fare card, which could be used on all Solano County transit systems.
9. Need for enhanced parking and lighting at the Curtola Parkway Park & Ride lot. The lot fills up by 7:30 a.m. There also needs to be lighting.

FY04/05 UNMET NEEDS LIST: Issues and Responses

| Comm ent#                         | Unmet Transit Needs Comment   | Lead Agency                     | Comments  | Responses  |
|-----------------------------------|---|---------------------------------|---|--|
| <b>FIXED ROUTE SERVICE ISSUES</b> |   |                                 |   |  |
| 1.                                | <p>The number of bus stops are <u>insufficient on Route 20 operated by Fairfield-Suisun Transit between Fairfield and Vacaville.</u> The number of stops in Vacaville is not sufficient. Specifically an additional stop in the vicinity of Browns Road is requested.</p>   | Fairfield Suisun Transit        | Coordinate with VV City Coach.                            |  |
| 2.                                | <p>There is a need for service in <u>Southampton area in Benicia.</u> Public transit was discontinued serving the South Hampton area (Benicia). Benicia discontinued transit service to this area. The concern was expressed that a significant number of low-income residents there no longer have access to transit services.</p> | Benicia Transit                 |   |  |
| 3.                                | <p>Buses are not frequent enough <u>between Vallejo and Vacaville.</u> Per testimony at the hearing, it can take between 2 and 2.5 hours to travel from Vallejo to the Eldridge Social Services Center in</p>   | Solano Transportation Authority | Will test/verify time of trip and coordinate with various | <p>To travel from downtown Vallejo to the Vacaville Eldridge Social Services Center in Vacaville, the most direct transit route is via three buses and involves 2 transfers. Each hour throughout the day, there is a series of buses and connections that makes the travel time for this 26-mile journey less than 2 hours. Leaving Vallejo's York/Main downtown transfer</p> |

**FY04/05 UNMET NEEDS LIST: Issues and Responses**

|           |  |   |                   |  |
|-----------|--|---|-------------------|--|
| <p>39</p> | <p>Vacaville, which is not reasonable.</p>   |   | <p>operators.</p> | <p>location on Vallejo Transit Rt. 85 at 35 past the hour a rider would arrive at the Solano Mall at 25 past the hour (a 50 minute ride). At the Solano Mall five minutes later, a rider would board a Fairfield/Suisun Transit Rt. 20 bus on the half hour and arrive at Vacaville's downtown Transfer Center 25 minutes later or 5 minutes before the hour. After a 20 minute wait, a rider would Board Vacaville City Coach at 15 minutes past the hour, travel for 2 minutes and arrive at the corner of Eldridge and Monte Vista which is 1-2 blocks from the Eldridge Social Services Center.</p> <p>Rt. 20 between Fairfield and Vacaville operates on an hourly schedule. At some times during the day the Rt. 85 bus operates every half hour. If the "wrong" Rt. 85 bus is taken, there will be an extended wait at the Solano Mall transfer point which will make the entire journey longer and may be the situation that occurred to the author of this comment.</p> |
| <p>4.</p> | <p>Transit service is not frequent enough within Fairfield, and there no bus stop in reasonable proximity to the Fairfield READY Center. Headways are 60 minutes in Fairfield. Additionally, the walk from the bus stop is .75-1.00 miles, which is burdensome for disabled patrons or for any patron, if the weather is bad. A deviation of the route or a shuttle service is requested to provide direct service</p> | <p>Fairfield<br/>Suisun<br/>Transit</p> |                   |  |

**FY04/05 UNMET NEEDS LIST: Issues and Responses**

|           |  |                                 |  |
|-----------|--|---------------------------------|--|
|           | <p>into the Ready Center. Additionally, it takes to much time to get back downtown from the READY Center due to the circuitous nature of the Fairfield-Suisun Transit route and the 60-minute headway.</p>   |                                 |  |
| <p>5.</p> | <p><u>Fairfield-Suisun Transit does not offer adequate evening or weekend service.</u> Two requests were made to extend FST service into the evening hours (i.e. 8 or 9 p.m.) and to offer Sunday service.</p>   | <p>Fairfield Suisun Transit</p> |  |
| <p>6.</p> | <p><u>Below are upgrades Requested for Vacaville City Coach Service:</u></p> <ul style="list-style-type: none"> <li>• #4 bus needs to go around, or much closer to the Leisure Town, City Hall Building.</li> <li>• Bus Service needs to run on Sundays, for at least 5-6 hours.</li> <li>• The #7 and #8 buses need to go to the California State Prison (CSP) state prison, which is on Peabody Road.</li> <li>• There is already a bus that goes down to the</li> </ul> | <p>Vacaville City Coach</p>     | <p>This first bullet point is a verbatim excerpt from a comment submitted in writing. All these comments are from the same person.</p> |

**FY04/05 UNMET NEEDS LIST: Issues and Responses**

|                           |  |  |  |  |
|---------------------------|--|--|--|--|
|                           | <p>Correctional Medical Facility (CMF) State Prison. However there is no bus that takes patrons down to the main entrance, of CSP state prison. This is problematic for those wishing to make prison visits.</p>   |  |  |  |
| <b>PARATRANSIT ISSUES</b> |  |  |  |  |
| <p>7.</p>                 | <p><u>Wheelchair access is More difficult on Vallejo Transit's new buses: Vallejo Transit's newer buses have aisles that are so narrow that it is difficult to for the disabled (wheelchairs) to get on and off. The bus driver now has to get off the bus and unload the chair from the side, causing longer dwell times.</u></p> | <p>Vallejo Transit</p>                 |  | <p>The dwell times are a few minutes longer and the driver is required to get off the bus and assist the passenger w/ loading. The isle width has not been an issue as the WC passenger is secured at the point at which they board the bus.</p>   |
| <b>GENERAL ISSUES</b>     |  |  |  |  |
| <p>8.</p>                 | <p><u>Need for a single fare card instrument for use on all the transit systems. A rider requested a universal fare card, which could be used on all Solano County transit systems.</u></p>  | <p>Solano Transportation Authority</p> |  | <p>The Metropolitan Transportation Commission (MTC) is developing a single electronic fare card mechanism that could be used by not only all Solano County transit systems, but all transit operators throughout the Bay Area. TransLink is the mechanism. It has completed an initial BETA test on a number of transit operators throughout the Bay Area representing bus, rail, ferry and Paratransit operators. The TransLink implementation plan includes incorporating Solano</p> |

**FY04/05 UNMET NEEDS LIST: Issues and Responses**

|  |  |                        |  |  |
|--|--|------------------------|--|--|
|  | <p>9. <u>Need for enhanced parking and lighting at the Curtola Parkway Park &amp; Ride lot. The lot fills up by 7:30 a.m. There also needs to be lighting.</u></p> | <p>Vallejo Transit</p> |  | <p>operators.<br/><br/>Cal Trans has at the top of their Solano County project list, building a four story parking garage at this location—dependent on available state funds.</p> |
|--|--|------------------------|--|--|



DATE: February 17, 2004  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: Development of County Transportation Expenditure Plan

**Background:**

In 2002, the Solano Transportation Improvement Authority (STIA) developed a County Transportation Expenditure Plan (CTEP) that was incorporated with a sales tax ordinance that if approved by 2/3 majority of Solano County's voters would have raised a ½ cent sales tax in Solano County to fund a series of transportation projects and programs to relieve traffic congestion. In November of 2002, 60% of Solano County's voters supported the passage of Measure E, but it failed to attain the necessary 2/3 (66.7%) voter threshold for passage.

In support of the CTEP effort for Measure E, the Solano Transportation Authority (STA) funded the following:

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

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

At their meeting of December 10, 2003, the STA Board provided direction to staff to initiate the process for the development of a Countywide Transportation Expenditure Plan (CTEP), specifically the recommendations outlined in a consultant report prepared by D.J. Smith.

On January 14, 2004, the STA Board approved a series of recommendations developed by the Board's Local Funding Subcommittee and STA staff. At the meeting, the Board approved the recommendation of the Local Funding Subcommittee to move forward on the initiation of the development of a County Transportation Expenditure Plan (CTEP) by requesting the Solano County Board of Supervisors form the Solano Transportation Improvement Authority (STIA), consistent with the state statutes pertaining to the formation of a Local Transportation Authority (LTA). In addition, the Board approved

authorizing staff to retain three separate consultants to assist the STIA Board in the development of the expenditure plan and public information, updating the Programmatic EIR for the CTEP, and providing specialized legal services.

**Discussion:**

On February 3, 2004, the Solano County Board of Supervisors unanimously approved the formation of the STIA and on February 11<sup>th</sup>, the new STIA Board members were sworn in and the agency's initial organizational meeting was held.

Staff is currently developing 30-year revenue projection and project costs estimates. Staff plans to begin reviewing the specific project list and their cost estimates with the STA TAC and members of the Transit Consortium in late March, after the lead CTEP consultant (coordinator) has been retained. Staff will schedule a special meeting of the TAC and key transit staff to review a summary of the recent public opinion poll and the draft project cost estimates. Staff is also anticipating requesting the TAC and the Transit Consortium appoint at least one member each as representatives on a Citizen's Advisory Committee that will likely be formed after more discussion with the Local Funding Subcommittee. A summary of the STIA Board's action has been included with the TAC agenda.

At the meeting, staff will provide additional information on the schedule for development of the CTEP.

**Recommendation:**

Informational



DATE: February 12, 2004  
TO: STA TAC  
FROM: Janice Sells, Program Manager/Analyst  
RE: Regional Measure 2 (RM 2) Public Information Program

**Background:**

On March 2, 2004, Bay Area voters will have the opportunity to vote on Regional Measure (RM 2) when it appears on the ballot in seven of the nine Bay Area counties. The Regional Traffic Relief Plan, or RM 2 would be funded through a \$1 toll increase on the Bay Area's seven state-owned bridges. The toll increase would raise approximately \$125 million annually to address congestion relief and enhance convenience and reliability of the Bay Areas public transit system by funding a specific list of regional transportation projects in each of the seven counties.

State Senator Don Perata authored the RM 2 enabling legislation (SB 916) that places specific projects on the ballot. STA staff worked closely with other congestion management agencies, transit agencies and legislative staff to ensure Solano County projects were included in the bill's expenditure plan. Solano County projects included in the expenditure plan are as follows:

|  |                         |
|--|-------------------------|
| I-80/I-680/SR 12 Interchange   | \$100.0 million         |
| Vallejo Station  | \$ 28.0 million         |
| Solano County Express Bus Facilities   | \$ 20.0 million         |
| Fairfield/Vacaville Train Station and<br>Capitol Corridor Track Improvements           | \$ 25.0 million         |
| Competitive Capital Grant Program<br>(North Bay transit and/or park and ride projects) | \$ 20.0 million         |
| Annual Operating Programs  |                         |
| Vallejo Ferry  | \$ 2.7 million per year |
| Regional Express Bus North Pool  | \$ 3.4 million per year |

**Discussion:**

Both the cities of Fairfield and Vallejo have placed the measure on the upcoming council agendas. Recently the Reporter, Daily Republic, Solano Economic Development Corporation (EDC) and the Fairfield/Suisun Chamber Business Committee (will go to Chamber Board on 2/23/04) took action to endorse RM 2. In an effort to increase public awareness and to highlight the RM 2 projects included for Solano County, STA staff has made presentations to the Bencia Chamber of Commerce, Fairfield/Suisun Chamber of Commerce, Vallejo Rotary, Vallejo Lion's Club, Fairfield City Council, Rio Vista City

Council, Vallejo City Council, and will be available at each of the remaining councils. Staff has also placed RM 2 information on the STA web site and developed a public information brochure to be mailed to citizens.

Attached for your information is a list of frequently asked questions on RM 2.

**Recommendation:**

Informational

Attachment: A. Regional Measure 2 Frequently Asked Questions

**Regional Measure 2**  
**Frequently Asked Questions**

**1. Why do we need Measure 2?**

Bay Area traffic congestion is in a crisis and is expected to increase by 250% over the next 20 years. State and local funds combined with current bridge toll revenues and transit fees cannot raise the money necessary to create the world-class transportation network the Bay Area and Solano County need to make a difference in reducing traffic congestion and planning for the future. Measure 2 directs 100% of new toll revenues to create more traffic relieving transportation options.

**2. What is Regional Measure 2?**

Registered voters in the seven of the nine Bay Area counties (Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, and Solano) will determine whether to add a 3<sup>rd</sup> dollar to the Bridge tolls on seven state-owned bridges. The success of the measure requires a simple majority vote of the combined votes in all seven counties.

**3. How much will toll increase?**

A \$1 surcharge on the existing toll. For autos and two-axle trucks, the current toll of \$2 will go up to \$3. The toll increase would affect the seven state-owned bridges, but not the Golden Gate Bridge.

**4. How much will the \$1 surcharge generate?**

The toll increase will generate approximately \$125 million annually.

**5. When is the election?**

March 2, 2004.

**6. When will Measure 2 go into effect?**

If approved by the voters in the specified seven Bay Area counties on March 2, 2004, Measure 2 would take effect on July 1, 2004

**7. Who will vote on Measure 2?**

On March 2, 2004, registered voters in the Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Solano counties will vote on Measure 2. Measure 2 requires a simple majority vote of the total votes in all counties.

**8. How will Measure 2 reduce the Bay Area's enormous traffic problem?**

Measure 2 will help make improvements to notorious Bay Area freeway bottlenecks, like the I-80/I-680/SR 12 Interchange. By improving access to public transit and making connections between transit providers throughout the Bay Area seamless and more convenient, the number of commuters who will be able to use transit instead of driving will dramatically increase.

**9. What projects are included in the expenditure plan?**

The expenditure plan – also known as the Regional Traffic Relief Plan – includes a variety of projects addressing the following major goals (1) traffic bottleneck relief in the bridge corridors, (2) new public transit in bridge corridors, and (3) seamless and safe transit connections. If approved by the voters, the plan will provide funding for Bay Area and Solano County projects. Specific Solano County projects are:

- I-80/I-680/SR 12 Interchange - **\$100 million**
- Vallejo Intermodal Station - **\$28 million**
- Solano County Express Bus Intermodal Facilities - **\$20 million**
  - Fairfield Transportation Center (Phase 3)
  - Curtola Transportation Center (Vallejo)
  - Benicia Intermodal Station
  - Vacaville Transportation Center
- Capitol Corridor Improvements - **\$25 million**
  - New Fairfield/Vacaville Rail Station
  - Funding for third main track in Fairfield and Suisun City
- Regional Express Bus Capital Grant Competitive Program for park and ride lots, infrastructure improvements and buses for Vallejo and Fairfield/Suisun Transit...among others - **\$20 million**
- Expanded Vallejo Ferry Service - **\$2.2 million**
- Annual Operating Funds – **\$6.1 million**
  - Vallejo Ferry
  - Fairfield/Suisun Transit
  - Vallejo Transit

**10. Why are only seven counties voting?**

Following the precedence of Regional Measure 1 in 1988, only those counties that have a bridge landing within their boundaries shall vote on the measure.

**11. Why does the toll increase require only a majority vote and not a two-thirds vote as required for sales tax measures?**

The toll increase is a user fee and not a tax, and is therefore subject to a simple majority rather than the two-thirds requirement for taxes. This is because the projects funded by the toll – improve transit services and freeway bottleneck improvements in the bridge corridors – have a clear connection with the source of the new revenue (the bridge toll).

**12. Who will allocate the toll revenue?**

As the transportation planning, coordinating and financing agency of the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) will allocate the toll revenue. The Bay Area Toll Authority, a separate legal entity from MTC but with the same oversight board of elected officials, will be responsible for issuing bonds and for submitting updates on the Regional Traffic Relief Plan to the state legislature.

**13. Can Measure 2 money be taken by the state to fund other programs or backfill the deficit?**

No. Under Measure 2, the toll funds will be used for the benefit of the toll payers, by relieving bridge corridors of traffic congestion and improving transit options in the bridge corridors. The money can't be used for any other purposes.

**14. How were the projects in Regional Measure 2 chosen?**

In 2002, the California Legislature initiated hearings on the subject of Bay Area traffic congestion. The Senate Select Committee on Bay Area Transportation reviewed traffic forecasts, such as an anticipated 40 percent increase in transbay travel by 2025, and determined that new investment in the bridge corridors, particularly new transit options, was needed, along with a new revenue source. The Committee also determined that greater coordination between the existing transit systems was needed. The Committee concluded that a toll increase was the most appropriate funding mechanism and formed a public advisory committee to develop an expenditure plan.

The advisory committee consisted of representatives of transportation agencies from throughout the Bay Area, including transit operators and Caltrans, businesses, environmental, and social equity organizations. The committee met on 15 occasions from June through December 2002 to hear project sponsors present ideas for providing new transit options and congestion relief in the bridge corridors. Individual projects were discussed and evaluated by the group based on performance measures, including

- Proximity to bridge corridors
- Impact on congestion
- Number of new transit riders generated
- Cost-effectiveness
- Transit connectivity
- Project readiness
- Sustainability
- Environmental impacts
- Land-use opportunities

**15. What is the existing \$2 toll used for?**

The first \$1, referred to as the "base toll" is used to fund projects approved by the voters in 1988, as part of Regional Measure 1. This revenue funds a variety of bridge and transit improvements in progress throughout the Bay Area, including a new span on the Benicia-Martinez Bridge and replacement of the Carquinez Bridge, widening of the San Mateo-Hayward Bridge, BART extensions to Pittsburg-Bay Point and Dublin-Pleasanton, and improvements to CalTrain and Muni among others.

The second dollar, increased by the Legislature in 1998, known as the "seismic dollar," is fully dedicated to seismic retrofit of five of the Bay Area's seven state

owned toll bridges (Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco Bay Bridge, San Mateo-Hayward). The two remaining and newest bridges, Antioch and Dumbarton, were evaluated in the early 1990s by Caltrans engineers, who concluded at that time that retrofit was unnecessary.

**16. How can I find out more information about RM 2?**

Contact Solano Transportation Authority at 707.424.6075, by e-mail at [staplan@sta-snci.com](mailto:staplan@sta-snci.com). You can also contact the Metropolitan Transportation Commission at 510.464.7889.



Date: February 13, 2004  
To: STA TAC  
From: Dan Christians, Assistant Executive Director/ Director of  
Planning  
RE: Status Report on Solano Comprehensive Transportation Plan

**Background:**

The update of the Solano County Comprehensive Transportation Plan (CTP) continues to move forward on a fast track. Recommendations from a number of recent studies including the I-80/680/780 Corridor and Transit Corridor Studies, Senior and Disabled Transit Study and the Countywide Bicycle Plan will be incorporated in to the Draft CTP. The staff has made presentations to all of the City Councils and Board of Supervisors. Updated needs assessments and Transportation for Livable Community (TLC) candidate projects have been submitted by member jurisdictions for incorporation into the updated CTP.

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

- Arterials, Highways and Freeways
- Transit (Bus, Ferry and Rail)
- Alternative Modes (Bikes, TLC, Pedestrian and Ridesharing)

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

**Discussion:**

Each of the STA's Committees will be meeting at least one more time between February and April 2004 as specified:

Alternative Modes: February 26, 2004, 1:30 p.m.  
March or April 2004

Arterials, Highways and Freeways: April 1, 2004, 9:00 a.m.

Transit: April 5, 2004, 9:00 a.m.

Preliminary drafts of the pertinent CTP element(s) are initially being provided to each of the CTP Committees for review. A draft comprehensive CTP will be forwarded for review and comments prior to the next TAC and Consortium meetings on March 31, 2004 and for public input at the April 14, 2004 STA Board meeting. Copies will be made available on the STA web site and be provided to various agencies and individuals for public comments. Approval of the CTP update is scheduled for the May 12, 2004 STA Board meeting.

During March and April, STA staff is planning to provide a number of public presentations on the Draft CTP, including the needs identified and recommendations coming out of recent STA corridor and strategic planning studies (e.g. I-80/680/780 Corridor and Transit Corridor Studies, Senior and Disabled Transit Study, and local streets and roads rehabilitation needs).

**Recommendation:**

Informational



Date: February 13, 2004  
To: STA TAC  
From: Robert Guerrero, Associate Planner  
Re: Senior and Disabled Transit Study

**Background:**

The STA and its consultant, Nelson Nygaard, commenced the “Solano County Senior and Disabled Transit Study” in July 2003. The goal of this study is to develop a concept or vision for future senior and disabled transit service through extensive public outreach, data collection, projected service demand, and projected funding needed for service providers. The first objective of the study is to improve existing transportation services for older adults and people with disabilities; the second is to plan for future services as funding becomes available.

Extensive public outreach occurred during summer and fall of 2003. Members of senior centers throughout the county and residents at two senior housing projects were provided the opportunity to view a presentation on the plan, ask questions and provide comments. STA staff and/or its consultant have also provided periodic project status updates to the STA's Paratransit Coordinating Council (PCC), SolanoLinks Transit Consortium (Consortium), and the Transit Subcommittee of the STA Board since the project began.

**Discussion:**

STA staff and its consultant met with the STA's Transit Committee on February 2, 2004 to present the Senior and Disabled Transit Study implementation strategies and estimated cost matrix (one of the final sections of the study). The main comment from the committee was to define projects that can be implemented in a shorter timeframe in the event that additional transit funding becomes available. As a result, a set of 5-year implementation packages with a blend of short-, medium-, and long-term strategies is currently being developed and will be included as part of the draft Senior and Disabled Transit Study (see Attachment A).

The full draft Senior and Disabled Study with all of the combined working papers and technical memos previously reviewed and discussed by the PCC, Consortium, and Transit Subcommittee will be provided at the TAC meeting. The draft study will also be distributed countywide to senior centers and the PCC. A presentation on the draft plan is scheduled to be made at the STA Board Meeting on March 10, 2004.

STA TAC and Consortium members are requested to provide any final comments on the study by March 17, 2004. STA staff will work to finalize the plan by the March 31, 2004 Consortium and TAC meetings and then to forward it to the Board for approval on April 14 or May 12 (depending on how many public comments are received on the draft).

**Recommendation:**

Informational

Attachment:

A. Solano County Senior and Disabled Transit Study - 5-year Implementation Packages

| <b>SOLANO COUNTY SENIOR AND DISABLED TRANSIT STUDY</b>                               |                   |                                   |   |  |
|--|-------------------|-----------------------------------|---|--|
| <b>Estimated Costs of Low-Cost Strategies for Implementation within 5 years</b>      |                   |                                   | <b>February 2004</b>  |  |
| <b>Strategy</b>  | <b>Cost Range</b> | <b>Estimated 5-Year Cost</b>      | <b>Assumptions</b>  | <b>Lead Responsibility</b>                                       |
| <b>Low-Cost Short-Term Strategies (up to 5 year implementation period)</b>           |                   |                                   |   |  |
| <b>Fixed-Route</b>   |                   |                                   |   |  |
| Enhance driver sensitivity training and retraining.                                  | Low               | \$10,000 to \$15,000              | Sensitivity training already occurs in most if not all programs - added costs are to enhance existing programs. Assumes \$5,000 initial cost to enhance program, plus 1 additional revision or assessment in next 5 years, but does not include driver time for extended sessions.  | Transit Agencies   |
| Improve dissemination of bus schedules.  | Low               | \$20,000 to \$50,000              | Assumptions include labor (staff or temp time) to solicit and set up schedule dissemination in additional locations. Could include DPW costs (labor, staff, materials, installation) if schedules are installed at bus stops. Assumes that once schedules are disseminated, maintenance costs are negligible. Cost increases due to expansion of program, increased dissemination in cities, additional locations, stops. | STA, County Planning Staff, or County Department of Public Works |
| Improve timed transfers between regional and local services                          | Low to Medium     | \$20,000 to \$100,000             | Depends on whether adjustments can be made within existing run times. If not, may require additional revenue hours or driver hours. Assumes administrative costs, such as staff time, marketing, and updating schedules.  | STA, Transit Agencies  |
| <b>Paratransit</b>   |                   |                                   |   |  |
| Identify opportunities for freeing up capacity.                                      | Cost Savings      | TBD                               | Addresses paratransit capacity problems by reviewing/making modifications to contracting, scheduling and dispatch, driver supervision/scheduling, improving passenger readiness, and reducing no-shows.   | STA or Paratransit Operators                                     |
| Feeder services from paratransit to core fixed-routes                                | Cost Savings      | Savings of \$400,000 to \$600,000 | Assumes 40 daily one-way intercity trips on Solano Paratransit, 20 - 30% of riders could use fixed-route for some of their trips if they could be transported to bus stop, average trip length 30 - 45 minutes plus proportion of deadheading on long trips, \$50 - \$60 per hour paratransit operating costs   | Solano Paratransit, Transit Agencies                             |
| Consolidate paratransit services county-wide or in major sub-areas                   | Cost Savings      | TBD                               | Would combine dispatching and trip coordination from different paratransit programs into one centralized program, maintaining sub-area storage and maintenance facilities in one location, to reduce deadhead and non-productive mileage, achieve economies of scale savings and easier user access.  | STA  |
| Train social service agency staff on paratransit limits and filling out applications | Low               | \$7,500 to \$15,000               | Costs would fluctuate depending on # staff, turnover, etc, but estimate assumes 1-2 trainings   | STA  |

|   |              |   |  |  |
|---|--------------|---|--|--|
| Expand paratransit services through Vallejo Runabout and Solano Paratransit and intercity and local paratransit services. | Low-Med      | Up to \$1m expanded operating costs;<br>\$480,000 capital costs                       | Assumes current combined subsidy for two programs of \$1.27m. 20% expansion of service hours over 5 years, to include Sunday service and longer weekday hours. Capital costs assume 5 year life cycle, 6 additional vehicles in first expansion cycle, average \$80K per vehicle.  | Vallejo Runabout, Solano Paratransit                     |
| <b>Other Improvements</b>   |              |   |  |  |
| Establish development guidelines to ensure transit-oriented development.  | Low          | Profit-generating to \$80,000   | Assumes hiring a consultant (\$50,000) initially to create a comprehensive plan, plus modifications to the plan and monitoring of adherence. County could also generate revenue through Developer Impact Fees. If policies mandated Transportation Impact Fees, in addition to smart siting and TDM plans, the cities or County could generate revenue to be used for alternative transportation programs (eg. shuttles, subsidies, added transit, etc.) | Solano County Planning Department or Regional Government |
| Promote deliveries from supermarkets and pharmacies.  | Low          | \$10,000 to \$25,000 for marketing, outreach  | Cost for annual staff time, 50-100 hours. Would include promotion through senior centers, libraries, mail-outs or through staff at supermarkets and pharmacies; encourage Solano County stores and pharmacies that do not currently offer home deliveries to begin a program. Most of cost would be through initial implementation of program, with some costs for maintenance, new marketing and/or new products and services over a 5-year time frame. | STA, Solano County                                       |
| Change the scheduled transit day from Rio Vista to Fairfield.   | Low          | \$5,000 to \$10,000   | Assumes staff time, marketing, change in schedule brochures, website, advertising. No significant additional costs after initial implementation  | Rio Vista Transit  |
| Casual carpool programs.  | Low          | \$15,000 to \$30,000  | 5% full-time-equivalent staff time for coordination and outreach at senior complexes   | STA, Senior Housing Developments                         |
| Travel training for older adults.   | Cost Savings | TBD   | Estimates for Sacramento travel training program cost savings are: approx. \$275K to train over 500 individuals, who would have taken \$1.3m worth of paratransit trips.   | STA  |
| <b>TOTAL COST, Low-Cost 5-Year Strategies</b>   |              | <b>Costs of \$120,000 to \$1,325,000. Potential savings/revenue of over \$600,000</b> |  |  |

# SOLANO COUNTY SENIOR AND DISABLED TRANSIT STUDY

## Estimated Costs of Medium Cost Strategies for Implementation within 5 years

February 2004

| Strategy  | Cost Range  | Estimated 5-Year Cost   | Assumptions   | Lead Responsibility  |
|---|-------------|---|---|--|
| <b>Medium-Cost Short-Term Strategies (up to 5 year implementation period)</b>   |             |   |   |  |
| <b>Fixed-Route</b>  |             |   |   |  |
| Expand local service to connect Dixon and Vacaville   | Medium      | \$220,000 operating;<br>\$200,000 capital                           | \$60 per hour operating cost, capital cost \$100,000 per vehicle, 2 vehicles  | City of Dixon,<br>City of Vacaville,<br>Fairfield-Suisun<br>Transit (optional) |
| <b>Paratransit</b>  |             |   |   |  |
| Procedures for same day medical return trips.   | Medium      | \$150,000   | Actual costs would depend on the type of cost-sharing arrangements between providers/ possibly taxi companies. Assumes 5,000 annual medical return trips, with additional \$5 cost per trip for go-backs and added centralized dispatching function. With improved trip assignment, supplemental taxi costs could be reduced by same day assignment on regular paratransit (checking cancellations before assigning to taxi). | Paratransit Operators  |
| Partial subsidy of paratransit fares for low-income seniors and ADA-eligible users.                                       | Medium      | \$250,000 to \$600,000  | Average of \$2 fares are subsidized 33%; 20% of the 7,000 ADA eligible passengers in Solano County qualify as low-income; average of 3 rides per month. Number of eligible passengers doubles, fare increases but subsidy proportion can decrease simultaneously. Additional low-income seniors who are not ADA-eligible assumes 20% are eligible for low-income fare and ride three times per month.                         | Solano Paratransit, STA  |
| Expand paratransit services through Vallejo Runabout and Solano Paratransit and intercity and local paratransit services. | Medium-High | \$1.5m expanded operating costs, additional capital costs \$480,000 | Assumes current combined subsidy for two programs of \$1.27m. 30% expansion of service hours over 5 years, to include Sunday service and longer weekday hours. Capital costs assume 5 year life cycle, 6 additional vehicles in first expansion cycle, average \$80K per vehicle.   | Vallejo Runabout, Solano Paratransit   |
| <b>Other Improvements</b>   |             |   |   |  |
| Expand Rio Vista Transit hours beyond 2 PM.   | Medium      | \$65,000 to \$130,000 operating, plus \$75,000 optional capital     | Primary costs initially would be additional driver hours, as no additional vehicles, administrative, or support services would be necessary (with the exception of limited marketing). Capital assumes one optional additional vehicle, estimate assumes 2 additional hours each day, 5 days per week, at \$25 to \$50/hour.  | Rio Vista Transit  |
| <b>Other Improvements</b>   |             |   |   |  |

|  |               |   |   |  |
|--|---------------|---|---|--|
| Shopping Shuttle   | Medium - High | \$150,000 - \$225,000 operating; \$75,000 capital   | Three days/week, 10AM - 4PM, \$30 to \$50 per hour (possibly non-profit operator), one vehicle            | Senior Centers, with partnership from retailers or social agencies |
| Travel information number with info and reservation assistance on all transportation options | Medium - High | \$300,000   | Full-time staff person (at \$60K including benefits), maintaining the telephone transportation directory. | STA, possible MTC contribution                                     |
| <b>Total Cost of Medium Cost 5-Year Strategies</b>   |               | <b>\$1.10m to \$2.3m operating; \$350,000 to \$830,000 in capital expenses</b>                                      |   |  |
| <b>Total Cost of Medium- and Low-Cost 5-Year Strategies</b>                                  |               | <b>\$1.25m to \$3.6m operating; \$350,000 to \$830,000 in capital expenses; Potential revenue of over \$600,000</b> |   |  |

# SOLANO COUNTY SENIOR AND DISABLED TRANSIT STUDY

February 2004

## Estimated Costs of Recommended High-Cost Strategies for Implementation within 5 years

| Strategy  | Cost Range     | Estimated 5-Year Cost   | Assumptions   | Lead Responsibility                                   |
|---|----------------|---|---|---|
| <b>High-Cost Short-Term Strategies (up to 5 year implementation period)</b>   |                |   |   |   |
| <b>Fixed-Route</b>  |                |   |   |   |
| More low floor buses in future fixed-route fleet purchases  | High           | \$2.4m to \$3m  | Assumes low-floor enhancements on all new buses, for one replacement cycle. Assumes high floor 40' buses average \$280,000, while low-floor are around \$300,000 per bus, for a \$20,000 (or 7%) difference   | Transit Agencies                                      |
| Improve headways on Route 30  | High           | \$1m - \$2m, plus \$500,000 for Saturdays - operating, \$180,000 to \$360,000 capital | Between one and two hour headways, Monday to Friday, one to two vehicles plus spare, \$60/hour  | Fairfield/Suisun Transit, STA                         |
| Sunday service  | High           | \$500,000 - \$1.8m operating  | Sunday service on three routes, from 9 AM to 6 PM, one vehicle per route (therefore infrequent service depending on route length) plus costs for marketing, new brochures, dispatch, and other support. Range due to increase in number of Sunday routes.   | Fairfield/Suisun Transit, Other Transit Agencies, STA |
| <b>Paratransit</b>  |                |   |   |   |
| Expand paratransit services through Vallejo Runabout and Solano Paratransit and intercity and local paratransit services. | High           | \$2.2m expanded operating costs, additional capital costs \$480,000                   | Assumes current combined subsidy for two programs of \$1.27m. 40% expansion of service hours over 5 years, to include Sunday service and longer weekday hours. Also assumes 15% increase in service costs per hour. Capital costs assume 5 year life cycle, 6 additional vehicles in first expansion cycle, average \$80K per vehicle.  | Vallejo Runabout, Solano Paratransit                  |
| Evaluate intercounty paratransit service (with deviation on each end of the route).                                       | High           | \$500,000 operating, capital \$75,000   | Eight hour day, Mon. - Fri., 60 - 120 minute headways, 20% fare recovery ratio. Depends heavily on amount of deviation allowed. One vehicle at \$75,000.  | STA   |
| <b>Other Improvements</b>   |                |   |   |   |
| New volunteer driver programs (with trip reimbursement)   | High           | \$320,000   | Assumes 1% of the 40,000 residents over 65 use the program for a maximum of 15 miles a month, reimbursement to volunteers of \$0.37 per mile. \$50,000 annually is budgeted for administration, marketing, supplies, and other incidentals. Increases with inflation and expansion of older population.   | STA   |
| Free midday fixed-route fares on local service for older adults and people with disabilities.                             | Medium to High | \$150,000 - \$500,000   | Assumes that 15% of daily passengers are senior/disabled (based on Vacaville numbers), 40% of senior/disabled passengers ride between the hours of 10 AM and 2 PM, 250 weekdays per year, and usage increases as older population expands (less than actual population increase as older adults drive longer). Assumes \$300,000 - \$350,000 savings resulting from shifting of paratransit rides onto fixed-route. | STA, Transit Agencies                                 |

|  |                |   |   |     |
|--|----------------|---|---|-----|
| Evening and weekend subsidized taxi service.                       | Medium to High | \$420,000 - \$600,000   | Initially assumes 8,000 annual trips, 80% subsidy of \$10 fare. Administration costs of \$20,000. | STA |
| <b>Total Cost of High Cost 5-Year Strategies</b>                   |                | <b>\$5.1m to \$7.9m operating; plus up to \$3.1m to \$3.9m in capital expenses</b>                            |   |     |
| <b>Total Cost of High-, Medium- and Low-Cost 5-Year Strategies</b> |                | <b>\$6.4m to \$11.5m operating; \$3.4m to \$4.7m in capital expenses; Potential revenue of over \$600,000</b> |   |     |



Date: February 13, 2004  
To: STA TAC  
From: Robert Guerrero, Associate Planner  
Re: Countywide Pedestrian Plan

**Background:**

The Countywide Pedestrian Plan is a component of the STA's Solano Comprehensive Transportation Plan's Alternative Modes Element. The Countywide Pedestrian Plan will focus on pedestrian circulation and pedestrian-oriented districts. It will highlight Transportation for Livable Communities (TLC) projects in the cities and urbanized areas of Solano County, rural trails in the unincorporated areas of Solano County, and provide a framework to help document existing conditions, identify and describe new projects, establish priorities, and implement projects.

In January 2004, the STA Board appointed six members with pedestrian oriented interests to participate in a Pedestrian Advisory Committee (PAC) for the STA. The PAC will assist in the development and implementation of the Countywide Pedestrian Plan, and eventually the STA's TLC Program.

Landpeople, a planning and design consulting firm, was selected by the STA Board on September 10, 2003, to be the consultant for the Countywide Pedestrian Plan.

**Discussion:**

During the past three months, the consultant has been requesting data from the cities and the county and is preparing a working draft that includes an inventory of each city's:

- Policies and planning documents related to pedestrian circulation and accommodation;
- Existing major pedestrian routes and pedestrian-oriented destinations;
- Pedestrian-related plans and projects; and
- Preliminary information on pedestrian safety as provided by local law enforcement agencies (some of this is still being sought).

The consultant has circulated a working draft to each of the cities for initial review and comment on the pedestrian safety data, planning efforts and project information recently compiled by Landpeople. STA staff and the consultant are scheduled to meet with Solano County's City and County Planning Directors on Thursday, February 19th to provide an update on the purpose, outline and process for the development of the Plan. STA staff and the consultant are also scheduled to meet with the new Countywide

Pedestrian Advisory Committee (PAC) on Wednesday, February 18th and the STA Alternative Modes Committee on February 26<sup>th</sup> for similar discussions.

**Recommendation:**

Informational



Date: February 13, 2004  
To: STA TAC and Consortium  
From: Dan Christians, Assistant Executive Director/ Director of Planning  
Re: Development of Track 1 Projects for Transportation 2030

**Background:**

Metropolitan Transportation Planning Organizations (MPOs) are required to develop regional transportation plans (RTP's) based on a variety of planning factors. Two critical requirements pertain to developing an RTP that can demonstrate air quality conformity and is fiscally constrained. The Metropolitan Transportation Commission (MTC) is the federally designated MPO for the Bay Area and its nine counties.

A number of key issues have already been identified for Transportation 2030 (T-2030) including transit/local roads funding shortfalls, the expanded Transportation for Livable Communities (TLC)/Housing Incentives Program and transportation-land use-smart growth issues, goods movement program, older Americans mobility, safety and security measures, air quality issues, and balancing future funding commitments between Regional Customer Service Programs with maintenance of the system and addressing congestion through expansion projects.

MTC has determined that for T-2030, there will be about \$99.4 billion of already committed transportation funds over the next 25 years (e.g. gas tax, TDA and existing sales tax measures) and \$8.8 billion of uncommitted funds available for the various local and regional programs and projects (e.g., county federal and STIP cycle funds for local and MTS pavement management, roadway capacity projects, transit capital shortfalls, intermodal centers and TLC).

In addition to the funds identified above, there is an estimated \$1.3 billion of Interregional Transportation Improvement Projects (ITIP) to fund various SHOPP and congestion relief projects on the regional system.

On December 17, 2003, MTC adopted a new Regional Investment Scenario (Attachment A) for T-2030 that included:

- Transit Shortfalls: \$1.33 billion
- Road Shortfalls: \$990.5 million
- State Highway shortfall: 0
- Regional Operations Programs: \$ 400.8 million

- Clean Air Program: \$255.5 million
- Lifeline Transportation: \$216 million
- Regional Bicycle/Pedestrian Program: \$200 million
- TLC/HIP:\$454 million
- CMA Planning: \$95 million
- County Programs: \$4.845 billion (Track 1 funds)

This RTP will be broken down this year into Track 1 – those projects expected to be funded with state and federal funds and “Big Tent” – those projects that will need additional local or regional funding such as from a countywide transportation sales tax or regional gas tax.

Initial project recommendations for MTC performance evaluation were submitted to MTC by October 17<sup>th</sup>. STA submitted 40 potential Track 1 or Big Tent candidate projects (see Attachment B).

On February 11, 2004, the STA Board approved the schedule and public input process for development of the Track 1 projects for T-2030.

The Bay Area Partnership (made up of the regional CMA’s and transit operators), MTC and its various committees are now in the process of analyzing the projects submitted last fall for evaluation, preparing a programmatic EIR and holding various task forces to provide further recommendations to MTC on each of the major issues remaining in the development of the plan, and how much funding would be provided in the next TEA-3 federal funding cycle (i.e. MTS vs. non-MTS streets and road shortfall, transit shortfall, Regional Bicycle/Pedestrian Program and the TLC/HIP program).

**Discussion:**

Based on MTC’s recently adopted funding option for T-2030, a total of \$277.8 million of Track 1 funds is expected to be available to the STA and it’s member agencies for Solano County projects over the next 25 years. This compares to \$266.3 million that was approved by STA and MTC for Solano County projects in 2002 for the 2025 RTP (see Attachment C).

In addition, Solano County projects (particularly the I-80/680/12 interchange, I-80 HOV lanes and other I-80/680/780 corridor projects) are expected to continue to receive MTC and Caltrans commitments for ITIP funds. In the 2001 RTP, STA projects were pledged \$144.2 million of Interregional Transportation Improvement Program (ITIP) funds.

As part of MTC’s T-2030 Phase 1 public outreach program, an early input opportunity on both the T-2030 (as well as the STA’s new CTP update) was held at the STA Board meeting on October 8, 2003. STA advertised the meeting in Solano County’s largest newspapers. Since then, an estimated 73 written comments have been received and were provided to the STA Board on January 14, 2004. As part of their T-2030 Phase 2 public outreach program, MTC is requesting each of the congestion management agencies to hold further public input opportunities before the new Track 1 lists are approved.

Timeline:

The key dates as specified by MTC for the T-2030:

- December/January – MTC conducts project evaluations of potential Track 1 or Big Tent projects
- February/March – Public meetings on the results of the project analysis
- May – Final CMA Track 1 lists submitted to MTC by STA (and other CMA's)
- Fall 2004 – Draft T-2030 released
- January 2005 – MTC adopts Final T-2030

Public Input Process

As part of STA role to promote public input in the final development of Track 1 projects, STA Board approved the following public input process:

- February 17, 2004 (week of) – Distribute flyer and remaining RTP/CTP comment cards cities, libraries, chambers of commerce, citizen groups and other interested parties
- April 5-9, 2004 - Publish Ads in three largest Solano County newspapers encouraging public input process at the RTP/CTP public meeting scheduled for the STA Board meeting of April 14, 2004
- April 14, 2004 – STA Boards holds public input opportunity for Track 1 project for T-2030 and CTP 2030

Final Schedule for Submittal of New Track 1 List for T-2030

Based on input received and reviewed, the following schedule is proposed for the final review and approval of a new Track 1 list for T-2030 by the STA Board:

- March 31, 2004 – TAC and Consortium reviews and comments on a preliminary list of proposed Track 1 projects
- April 14, 2004 – STA Board reviews and comments on preliminary list of proposed Track 1 projects (STA Board T-2030 Public Hearing)
- April 28, 2004 - TAC and Consortium review and forward a recommendation on a final list of proposed Track 1 projects
- May 12, 2004 – STA Board approves a final list of proposed T-2030 Track 1 projects for submittal to MTC

**Recommendation:**

Informational

- Attachment:
- A. Approved Transportation 2030 Regional Investment Option
  - B. Project Submittals to MTC for Evaluation in T-2030 (2005 RTP)
  - C. Existing STA Track 1 and ITIP Projects in the 2001 RTP

# Transportation 2030: Regional Investment Recommendation

| 2004\$ in millions                      | 2001 RTP         | T-2030 Plan: Staff Proposal | Rationale  | Remaining Big Tent Need     |
|---|------------------|-----------------------------|--|-----------------------------|
| Uncommitted Revenues                    | \$7,359.8        | \$8,792.6                   |  |                             |
| <b>Rehabilitation</b>                   | <b>\$1,324.9</b> | <b>\$2,326.2</b>            |  | <b>\$17,900 to \$18,900</b> |
| Transit Shortfalls                      | \$1,181.9        | \$1,335.7                   | Regional investment priority given to vehicles and fixed guideway replacement/rehabilitation(Score 16+); represents about 25% of total estimated transit capital shortfall   | \$5,400                     |
| Local Road Shortfalls                   | \$143.0          | \$990.5                     | Regional investment priority given to maintaining defined regionally significant routes - MTS pavement and non-pavement; represents about 15% of total estimated local road shortfall  | \$6,500                     |
| State Highway Shortfall                 | \$0.0            | \$0.0                       | Assumes state responsibility to fund shortfall need  | \$6,000 to \$7,000          |
| <b>Regional Programs</b>                | <b>\$665.2</b>   | <b>\$1,072.3</b>            |  | <b>\$2,300 to \$3,200</b>   |
| Regional Operations Program             | \$548.4          | \$400.8                     | Sustains TransLink®, 511, incident management and freeway operations programs at current levels; reduced levels for regional ridesharing; arterial signal timing and technical assistance programs eliminated after 3 years; includes \$314.5 (STP/CMAQ), plus \$86.3 (STA-population) for operating costs (mostly TransLink®) | \$500                       |
| Clean Air Program                       | \$16.8           | \$255.5                     | Supports "Spare the Air" at current level; assumes Air District support for other programs with available TFCA regional (60%) funds: \$16.0 CMAQ; \$239.5 Air District Regional Funds (not accounted for in 2001 RTP)  | \$100 to \$200              |
| Lifeline Transportation                 | \$0.0            | \$216.0                     | Maximum available STA Prop. 42 (population) for operating; assumes historical JARC funding: \$176.0 STA-population; \$40.0 JARC  | \$1,300 to \$1,900          |
| Regional Bicycle/Pedestrian Program     | \$0.0            | \$200.0                     | Funds about 30% of Regional Bike Plan shortfall  | \$400 to \$600              |
| <b>Transportation Land-Use Planning</b> | <b>\$417.7</b>   | <b>\$549.0</b>              |  | <b>N/A</b>                  |
| TLC/HIP                                 | \$362.2          | \$454.0                     | Current tripled program, specific plans funded through existing TLC/HIP and CMA Planning/T-Plus programs; also assumes Air District support (\$25 million)   | n/a                         |
| CMA Planning                            | \$55.5           | \$95.0                      | Current CMA planning and T-Plus support for 10 years   | n/a                         |
| <b>Subtotal Regional Priorities</b>     | <b>\$2,307.9</b> | <b>\$3,947.5</b>            |  | <b>\$20,200 to \$22,100</b> |
| <b>Residual for Phase 2 decisions</b>   | <b>\$5,051.9</b> | <b>\$4,845.1</b>            |  | <b>TBD</b>                  |

**SOLANO COUNTY**  
**REGIONAL TRANSPORTATION PLAN (TRANSPORTATION 2030)**  
**Proposed Submittals to MTC for Performance Measures Evaluation**  
**DRAFT 10/16/03**

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**Existing RTP Track 1 Major Projects 2001**

1. I-80/680/12 Interchange Improvements (2001 RTP Ref. # 21807)
  - a) Braiding EB I-80 Ramps – I-680 to Suisun Valley Road
  - b) I-80 EB & WB HOV Lane – SR 12 West to Air Base Parkway  
(Requires relocation of truck scales)
2. North Connector (formerly part of I-80/680 Interchange) (2001 RTP Ref. # 21807)
3. Vallejo Intermodal Terminal (2001 RTP # 21817)
4. Jepson Parkway (2001 RTP Ref. # 94151)
5. I-80 HOV lane: Fairfield to Vacaville (a portion is included in 1b above) (2001 RTP Ref. # 98167)
6. SR 12 (east) safety improvements (2001 RTP Ref. # 21823)
7. SR 12 widening: Jameson Canyon (Solano portion) (2001 RTP Ref. # 94152)
8. Capitol Corridor Train Stations & Track Improvements (2001 RTP Ref. # 94148)
  - a. Fairfield/Vacaville
  - b. Benicia
  - c. Dixon

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

1. Extend WB I-80 HOV from east of Carquinez Bridge to Maritime Academy ramp.
2. Install EB I-80 Signage for SR 29 West of Toll Plaza
3. Expand/Relocate/Improve Lemon & Curtola Park & Ride
4. EB I-80 Aux Lane – Travis to Air Base Parkway
5. A/B Relocate / Reconstruct Truck Scales
6. Improve/Expand Fairfield Transportation Center – Phase 3
7. EB I-80 Aux Lane – Magellan to Beck Av merge
8. EB I-80 Aux Lane – SR 12 (E) to Magellan
9. EB I-80 Aux Lane – Redwood to SR 37 with 2 lane off ramp
10. WB I-80 Aux Lane – West Texas to Abernathy
11. WB I-80 Aux Lane – North Texas to Waterman
12. WB I-80 Aux Lane – Merchant to Cherry Glen
13. EB I-80 Aux Lane – Cherry Glen to Alamo
14. Red Top Road Park & Ride- Phase 2
15. WB I-80 Aux Lane – Waterman to Travis

16. EB I-80 Aux Lane – Air Base to North Texas
17. WB & EB I-80 Aux Lane – SR 12 (E) to Suisun Valley (If truck scale of scale of Segment 1)
18. Gold Hill Road Park & Ride
19. Lake Herman / Vista Point Park & Ride
20. WB I-80 Aux Lane – Green Valley Road to SR 12 West
21. Braid I-80 EB Ramps – SR 12 (E) West to Green Valley Road
22. Glen Cove / I-780 Park and Ride -
23. I-80 / I-505 Weave Correction Project
24. Benicia West Military Park & Ride
25. Hiddenbrooke Parkway Park & Ride
26. North Texas Park & Ride
27. Columbus & Rose Park & Ride
28. EB I-80 Aux Lane – Benicia Road to Georgia Street
29. WB I-80 Aux Lane – Georgia Street to Benicia Road
30. I-80 WB Aux Lane – Redwood to Tennessee
31. I-80 EB Aux Lane – Tennessee to Redwood
32. EB / WB I-780 Stripe Aux Lane – 2<sup>nd</sup> to 5<sup>th</sup>
33. I-80 / Pitt School Road Interchange Improvement
34. North First Street Park & Ride
35. Complete I-80/680/12 Interchange Improvements
36. WB and EB HOV lane on I-80 from Carquinez Bridge to S.R. 37
37. Commuter Rail (Solano's portion of Oakland / Richmond-Sacramento / Auburn Rail Service)
  - a) Complete new commuter rail stations at Fairfield/Vacaville, Benicia, and Dixon
  - b) Solano County's share of operating funds for 5-county system
  - c) Additional track improvements to accommodate commuter service
38. Complete SR12 (east) corridor improvements
39. Widen State Route 37 to 4 lanes (from Napa River Bridge to Solano County line)
40. Benicia Ferry Service

**Current 2002 RTP STA Track 1 and ITIP Projects**

| Project  | 2002 RTP Track 1<br>(2001 dollars) | 2002 RTP ITIP Projects<br>(2001 dollars) |
|--|------------------------------------|--|
| MTS streets and pavement   | \$ 8.9M                            |  |
| Non-MTS streets and roads pavement   | \$ 22.6M                           |  |
| Local Streets and Roads non-pavement   | \$ 1.0M                            |  |
| TLC county program   | \$ 9.7M                            |  |
| Vallejo Transit capital replacement  | \$ 40.1M                           |  |
| Match for improvements to local interchanges   | \$ 10.0M                           |  |
| Non-capacity increasing safety projects to improve congested intersections, local arterials and highways   | \$ 3.0M                            |  |
| Solano County Intercity bus service and transit hubs   | \$ 5.0M                            |  |
| Park and Ride Lots   | \$ 3.0M                            |  |
| Bicycle and pedestrian projects  | \$ 5.0M                            |  |
| I-80/680/780 interchange improvements  | \$ 65.0M                           | \$ 70.0                                  |
| Additional express bus service on I-680 (capital costs)  | \$ 2.1M                            |  |
| Vallejo Intermodal ferry terminal (Phase 1)  | \$ 10.0M                           |  |
| Vallejo ferry maintenance facility   | \$ 0.4M                            |  |
| Widen I-80 from 6 lanes to 8 lanes part way between Vacaville and Dixon  | \$ 12.5M                           |  |
| Express bus service on I-80 (capital costs for additional services beyond those in Regional express Bus Program)   | \$ 3.5M                            |  |
| Construct rail stations, track improvements, or intermodal centers for Capitol Corridor intercity rail or commuter rail service; potential stations sites are Fairfield/Vacaville, Dixon and Benicia | \$ 10.0M                           |  |
| Jepson Parkway (Phase 1): Includes I-80/Leisure Town Road interchange improvements   | \$ 43.0M                           |  |
| I-80 HOV lanes part way between I-680 and I-505 through Fairfield and Vacaville  | \$22.4M                            | \$ 30M                                   |
| Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)  | \$ 2.0M                            |  |
| Widen Route 12 (Jameson Canyon) from I-80 in Solano County to Route 29 in Napa county from 2 lanes to 4 lanes (Solano County portion of project)   | \$14.0M                            | \$44.2M                                  |

**2002 Regional Transportation Plan Track 1 Projects – Solano County:**  
**Transportation 2030 Plan Track 1 Est. – Solano County:**

**\$266.3 million**  
**\$277.8 million**



Date: February 12, 2004  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: Freeway System Management Program

**Background:**

A Freeway Systems Management Program is intended to improve safety, reduce congestion, enhance incident response, provide traveler information and improve the reliability of travel times. Freeway Management Systems include elements of Traffic Operations Systems (TOS) and Transportation Management Systems (TMS).

In 2003, Caltrans estimated that the region needs to invest \$312M over the next 25 years to provide the highest priority freeway management system improvements (freeway television cameras, changeable message signs, roadway detection and communication systems) for the most congested corridors. In December 2003, the Metropolitan Transportation Commission (MTC) adopted a Transportation 2030 (T-2030) Investment Strategy that includes approximately \$55M for freeway operations.

**Discussion:**

MTC Commissioners have directed MTC staff to work with the CMAs and Caltrans to further develop the freeway system management program for input to the final Transportation 2030 Plan. The committee formed for this cooperative effort is to investigate specific areas and make recommendations as follows:

- Confirm the high priority system management needs recommended by Caltrans District 4;
- Recommend the most effective allocation of the \$55 million regional set-aside to leverage additional state and local funding for the region's highest priority needs;
- Determine the remaining unfunded high priority needs and revenue sources to be considered for the "big tent" investment program; and
- Recommend for Commission adoption by March 2004 a regional policy to include regional system management elements in all new major highway projects.

The first action by the committee was to develop a draft regional policy for including regional systems management elements into freeway projects (see attachment A). This draft policy proposes to require project sponsors to include TOS elements in all major freeway projects and to require Caltrans to manage, operate and maintain the systems after installation. Over the next several months, the committee will address the other items identified above.

In addition to the freeway system management discussion, MTC is investigating several issues regarding how the region can do better operating the transportation system and increasing overall efficiency. MTC staff has developed a draft multi-modal Regional Operations Strategy that is a comprehensive document covering the region's current policies, programs and investments related to managing the transportation system and outlines opportunities for future strategies.

This draft Regional Operations Strategy includes a statement of goals and objectives for safety, congestion relief and traveler convenience, a summary of existing Bay Area management strategies that support these objectives, and potential policy and program considerations. The chart at the end of the draft strategy provides a summary of existing operational strategies, the agencies involved in implementation, performance measures, and next steps.

MTC, Caltrans and the CMAs continue to work cooperatively to develop ways to improve the efficiency and effectiveness of the regional transportation system.

**Recommendation:**

Informational.

Attachments

- A. Draft TOS Policy
- B. Draft Regional Operations Strategy

**The Traffic Operations System (TOS) and Major New Freeway Projects  
Transportation 2030 Policy  
Version 4  
DRAFT**

**Preamble:**

This policy addresses the inclusion of Traffic Operations System (TOS) and Transportation Management System (TMS) elements in major new freeway projects proposed for inclusion in Transportation 2030 Plan and subsequent Regional Transportation Improvement Programs. This policy:

- is anticipated to be one of several to be developed and may be modified following other work on the TOS/TMS and Regional Operations Strategy;
- is being proposed ahead of other work on the subject to coincide with the schedule for developing the Transportation 2030 Plan; and
- is intended to provide guidance to Congestion Management Agencies, Caltrans and project sponsors regarding inclusion of TOS and TMS elements within major freeway projects as proposals are developed at the county level.

The purpose of the TOS and TMS is to improve safety, incident response, congestion, traveler information, and the reliability of travel times. TOS and TMS elements shall be included in the development of freeway projects in order to better manage traffic within a corridor. TOS and TMS elements are in general a small part of the overall cost of a freeway project, and it is significantly more cost effective to install these elements during a construction project, rather than after a project is completed. The elements included in projects will vary according to the local conditions, congestion levels and other factors. The types of elements included in projects should also be evaluated to ensure the usefulness and effectiveness of the elements. Coordination with local and regional transportation management systems is also an important consideration.

**Policy:**

All major new freeway projects included in the Transportation 2030 Plan shall include TOS and TMS elements to effectively operate the region's freeway system and coordinate with local transportation management systems. For purposes of this policy, a "major freeway project" is a project that adds lanes to a freeway, constructs a new segment of freeway, modifies a freeway interchange, or reconstructs an existing freeway. A project is considered new if it does not have an approved Project Studies Report (PSR) by December 2004. Caltrans shall operate, manage, maintain and replace the TOS and TMS elements within its right-of-way.

**Policy Implementation:**

To effectively implement this policy, the Commission requests that Caltrans:

- Work with MTC and the CMAs to develop guidelines to be used to determine which TOS and TMS elements are appropriate for specific major new freeway projects, considering local conditions, congestion levels and other factors;

- Work with the CMAs to identify the proposed major new freeway projects that are subject to this policy, and to define the level, types and costs of TOS elements to be included in these projects;
- Develop and implement an on-going process to review major new freeway projects for appropriate TOS elements in Project Study Reports and design documents; and
- Develop and maintain an inventory of existing TOS elements installed in the region's freeway system, and their operational status.

## **Draft Regional Operations Strategy**

### **1. INTRODUCTION**

The Bay Area's transportation agencies are currently implementing a variety of programs to rapidly respond to incidents, improve the reliability of travel times on all modes, address recurring and non-recurring traffic congestion, better coordinate existing transportation services, and offer alternatives to the single occupant vehicle. The existing programs, and a limited number of new programs and policies, should be integrated to create a comprehensive Regional Operations Strategy. The goals of the Regional Operations Strategy are to increase travelers' safety, mobility and convenience and to improve the efficiency and productivity of the regional transportation system. The purpose of this paper is to articulate the regional policies, programs, and financial commitments necessary to establish a comprehensive Regional Operations Strategy and to inform the development of the Transportation 2030 Plan.

#### **Background**

Programs to improve the operations of the transportation system have been around for decades. The 1968 Federal Highway Act included TOPICS (Traffic Operations Program to Improve Capacity and Safety). Federal regulations in the mid-1970's addressed Transportation System Management, which looked at both increasing capacity and shifting travel demand from single-occupant autos to transit and carpooling. These early programs were focused on system performance (e.g., increasing throughput) and reducing commute period congestion. More recently, the focus has expanded to include customer service, which encompasses not only improved safety and reduced commute period congestion, but also more reliable travel times, more alternatives to driving alone, and more convenient ways for travelers to get information and pay tolls and transit fares. The focus on customer service requires that the Regional Operations Strategy extend beyond past efforts to improve the transportation system's performance during commute periods and encompass programs that address the safety and convenience of all travelers throughout the day. Many of these programs need to be implemented and funded at the regional level to achieve system improvements, while others can be effective when implemented along individual corridors based on investment decisions made by the jurisdictions within a corridor. The 2001 Regional Transportation Plan provided regional funding for several operations strategies. The policies, programs and funding for the Regional Operations Strategy will be addressed in the Transportation 2030 Plan.

#### **Regional Operations Strategy and the Transportation 2030 Plan**

In order to implement and sustain a comprehensive Regional Operations Strategy the Transportation 2030 Plan should incorporate the following:

- Reaffirm that local and regional operational strategies are essential elements for improving the performance of the regional transportation system.
- Reaffirm the regional commitment for the existing program of regional and local operational strategies.

- Establish new policies and additional strategies, such as those presented in Section 4, as the basis for a comprehensive Regional Operations Strategy.
- Provide for the operation and maintenance costs of the Regional Operations Strategy, and define the performance required to receive those funds.

**What is the Purpose of the Regional Operations Strategy?**

The purpose of the Regional Operations Strategy is to:

- Articulate the regional goals to be achieved through operations strategies (e.g. to provide travelers with increased safety, mobility, and convenience and to improve the efficiency and productivity of the regional transportation system);
- Define a comprehensive and coordinated program of operational strategies to achieve these goals;
- Establish regional policies to ensure that the operational strategies are coordinated among the region’s many jurisdictions and operating agencies;
- Define roles and responsibilities to ensure that the operational strategies are effectively implemented at both the regional and corridor level; and
- Establish a consensus on the level of investment needed to support the Regional Operations Strategy, and the level of performance needed to support that investment.

The Regional Operations Strategy is presented as follows:

Section 2: Goals and Objectives

Section 3: Existing Operational Strategies

Section 4: Operational Strategy Improvements and Policies

**2. GOALS, OBJECTIVES AND PERFORMANCE MEASURES**

The goals of Regional Operations Strategy are to increase travelers’ **safety, mobility and convenience** and to improve the efficiency and productivity of the regional transportation system.

**GOAL: Improve Safety**

**Objectives**

- Quickly detect and respond to freeway incidents and restore freeway capacity through coordinated multiagency response, and provide assistance to stranded motorists.
- Quickly locate and respond to transit incidents and restore service, and ensure the safety of passengers.
- Quickly respond to incidents along the Bay Area’s arterial system.
- Support efforts to prevent injuries and loss of life.

**Performance Measures**

1. Number of incidents detected and elapsed time from detection to a) arrival of first responder and b) restoration of service
2. Percent of first-responder agencies able to exchange voice communications
3. Usage of Freeway Service Patrol and Call Box Systems (number of assists, assists/hour, customer satisfaction)
4. Percent transit vehicles/facilities equipped with AVL, radio dispatch, and CCTV for incident detection
5. Number of collisions regionwide and at targeted locations

**GOAL: Improve Mobility****Objectives**

- Provide congestion relief and reliable travel times.
- Improve interagency communication and coordination.
- Provide options for avoiding congestion.

**Performance Measures**

1. Throughput (people, vehicles) on selected facilities
2. Percent of network with monitoring system, ramp meters, signal interconnection, etc;
3. Accuracy and reliability of monitoring system
4. Percent of agencies participating in data exchange (signal coordination, Smart Corridors, C2C System)
5. Availability of travel options (miles of HOV lanes, number of express bus routes)
6. Utilization of travel options (number of HOVs and people in ridematching database)

**GOAL: Increase User Convenience****Objectives**

- Provide travelers with accurate and timely information on congestion and travel options.
- Increase convenience and throughput by automating the collection of fares and tolls.

**Performance Measures**

1. Reliability and accuracy of information provided.
2. Use of 511/511.org (calls/visits per day) and CMS (number of messages/day)
3. Number of customers that change travel plans to avoid congestion
4. Percent of transit and toll transactions that use FasTrak and TransLink®
5. Customer satisfaction ratings for TakeTransit, 511, FasTrak, and TransLink®

### **3. EXISTING OPERATIONAL STRATEGIES**

The Bay Area's transportation agencies are implementing a variety of operational strategies to improve the operation of the region's multimodal transportation system to meet the Regional Operations Strategy goals identified above. A description of each of the programs is presented in Appendix 1, and summarized below.

#### **GOAL: Improve Safety**

- ***Freeway Incident Response and Management*** strategies include programs to quickly detect incidents and restore capacity (CHP CLEAR, Caltrans TMC); improve communication among the various state and local agencies that respond to an incident (CHP CAD, new interagency 'cross-talk' radio system); and provide stranded motorists with assistance (Freeway Service Patrol and call box programs).
- ***Transit Incident Response and Management*** strategies include programs to quickly locate and respond to transit incidents and ensure the safety of passengers (transit AVL systems, radio systems for voice and data communication, and CCTV cameras for remote monitoring in response to alarms).
- ***Arterial Incident Response and Management*** strategies include programs to respond to incidents along Bay Area arterials, such as emergency vehicle pre-emption systems to enable faster arrival on-scene.
- ***Injury Prevention*** strategies include programs to address potentially unsafe driving (Safe on 17, red-light running), analyze collision statistics and address primary causation factors (OTS grants, SafetyTAP), and educate the public (Safe Routes to Schools, information campaigns).

Challenges common to all of the incident management and response systems include the difficulty in obtaining accurate real-time information about an incident (e.g., location, severity, type of assistance needed), the need for a mobile communications system that allows emergency responders to communicate with each other both en-route and at the incident scene, and the need for ongoing interagency training and information sharing.

#### **GOAL: Improve Mobility**

- ***Congestion Relief and Travel Time*** strategies include programs to monitor and manage flows on freeways, arterials, and major transit routes. The existing programs include the freeway traffic operations system (TOS), ramp metering, regional traffic signal timing program, transit priority, and transit arrival-time systems. Issues that are common within the congestion relief and travel time monitoring programs include technical challenges associated with systems capable of real-time performance monitoring and management, institutional agreements for standardizing data collection and reporting across different agencies, and the resources needed to operate and maintain real-time systems.
- ***Interagency Communication and Coordination*** strategies include programs to improve real-time communication and coordination between agencies through multimodal Smart Corridors and the exchange of real-time data. Challenges that are common within these programs

include technical difficulties in obtaining and exchanging real-time information, institutional agreements for data sharing, and the resources needed to operate and maintain real-time systems.

- **Travel Option** strategies include programs to increase ridesharing and transit usage, including enhancements to the region's HOV network. The existing programs include regional rideshare program and express bus services, including more express bus use of the HOV network. Issues that are common within the travel option programs include establishing effective incentives for ridesharing and transit use, such as faster and more reliable travel-times.

#### **GOAL: Improve User Convenience**

- **Traveler Information** strategies include regional programs to provide travelers with timely and accurate pre-trip and en-route information. The existing programs include the regional 511 traveler information system, including the TakeTransit trip planning system and Drive Times tool, and use of changeable message signs and highway advisory radio. The key issues for traveler information programs are the ability to obtain accurate and timely data on the condition of the transportation system, the ability to translate this information for pre-trip planning, and the ability to provide travelers with the information they need when they need it.
- **Electronic Payment** strategies include implementing the FasTrak electronic toll payment system and the TransLink® automated transit fare payment system. These programs improve customer convenience by deploying and maintaining a seamlessly integrated system across multiple agencies. The key issues for electronic payment involve interagency coordination and reliability of toll and fare collection technology.

#### **4. NEW OPERATIONAL STRATEGIES AND POLICIES**

The existing operational strategies described above have been implemented and modified on a program-by-program basis. Building on this foundation, the following additional operational strategies and policies are needed to develop a comprehensive and coordinated Regional Operations Strategy and provide travelers with increased safety, mobility, and convenience. The proposals are organized into three areas: New Regional Operational Strategies, New Policies, and Investment and Performance Monitoring.

##### **New Regional Operational Strategies**

- **Real-time Transit Information and Fleet Management Systems:** Automated Vehicle Location (AVL) systems provide data on the location and status of transit vehicles, which is essential for real-time monitoring of performance and security, and arrival-time information systems. At present, several Bay Area transit agencies have designed, procured and implemented an AVL system. In order to maximize the regional benefits, the AVL systems must be able to exchange data with each other, traffic signal systems, arrival-time information systems, and the regional 511 traveler information system. This would extend the Interagency

Communication and Cooperation strategy discussed in Section 3 to include development of a system for real-time exchange of AVL data between the various systems.

- **Regional Communications System**: Individuals from the various agencies that respond to an incident have difficulty communicating en-route and on-scene due to their use of different radio systems. MTC SAFE, CHP, Caltrans, and local incident response agencies are testing a near-term strategy that transfers voice communication between different systems to improve coordination between incident responders. In the long term, the Bay Area needs a more robust communication system for interagency incident response, and a cost-effective means for collecting and exchanging real-time video and traffic data. In conjunction with the Interim Center-to-Center System, the first segments of a regional fiber-optic Communications Backbone are being implemented utilizing Caltrans fibers located in the BART right-of-way. This interim system will link the Caltrans TMC with the Smart Corridors in San Francisco, Silicon Valley and the Ala-580 Corridor.

### **New Policies**

- **Interagency Coordination**: The regional transportation system operates most efficiently when its various components are coordinated. Examples of coordination include traffic signal coordination across agency boundaries, transit priority at traffic signals, timed transfers between transit agencies, and corridor ramp metering. As an incentive for interagency coordination, decisions on the allocation of regional funding (maintenance, capacity expansion, etc) should be based in part on evidence of an ongoing commitment to interagency coordination.
- **Real-Time Freeway Monitoring**: Real-time monitoring of freeway performance is essential to efforts to improve incident response, congestion relief, and traveler information. Caltrans has improved the operations and maintenance of the existing Transportation Management Center and Traffic Operations System (TOS), which covers a major portion of the freeway system. The Bay Area should adopt a policy that defines investment levels and priorities for the TOS and that promotes the coordination and leveraging of federal, state and regional funds. This policy should include deployment of TOS field equipment as part of rehabilitation and construction projects.
- **Data and Video Sharing**: As part of the Center-to-Center Program, MTC, Caltrans, and the Smart Corridors have developed a policy for the exchange of real-time traffic data and video in order to assist each other in providing efficient system operations and traveler information. If that data and video sharing policy proves effective, it should be adopted as a regional policy in a future RTP and expanded to all aspects of the multimodal regional transportation system.

### **Investment and Performance Monitoring**

The long-term success of the Regional Operations Strategy requires secure and stable funding for the ongoing operation and maintenance. While a few of the individual operational strategies are fully funded at the state or local level, most elements of the Regional Operations Strategy depend on commitments of regional discretionary funds (e.g., STP/CMAQ). In order to maintain the long term commitment of stable funding, the Regional Operations Strategy needs to clearly

demonstrate its cost-effective contribution to improving safety, mobility, and convenience for travelers, based on the performance measures defined in Section 2.

Appendix 2 identifies the operational strategies that were funded as part of the Regional Program in Phase 1 of the Transportation 2030 Plan, or are affected by the policies proposed for Phase 2. Appendix 2 also identifies improvements to the existing strategies that were not included within the Regional Program.

**Appendix A**  
**Regional Operations Strategy: Description of Current Programs**

**Goal: Improve Safety**

|   | <b><u>Agencies Involved</u></b> |
|---|---------------------------------|
| <b><u>Freeway Incident Response and Management</u></b>  |                                 |
| <b><u>Cellular 911 Dispatch:</u></b> Cellular 911 calls are the primary source of initial detection of freeway incidents. CHP staffs the C- 911 call-answering operations.  | CHP                             |
| <b><u>CLEAR</u></b> (Clear Lanes Efficiently and Rapidly): The purpose of CLEAR is to quickly respond to incidents and clear lanes during peak commute periods. CLEAR officers use motorcycles to rapidly arrive at incident scenes, focus their attention on the tasks necessary to re-open travel lanes, and then resume patrol duties or proceed to the next incident.   | CHP                             |
| <b><u>Freeway Service Patrol (FSP):</u></b> The purpose of the fleet of roving tow trucks is to clear vehicles and debris from traveled lanes during periods of congestion. Service is provided along freeway and expressway segments with high levels of traffic and congestion, high number of incidents, and lack of shoulders. In 2002/03, service covered 450 miles during commute peak periods; mid-day and weekend service is provided where justified by congestion at those times. | MTC, CHP, Caltrans              |
| <b><u>Computer Aided Dispatch System:</u></b> The purpose of CHP's Computer Aided Dispatch (CAD) is to collect information on all current incidents, and identify and contact the right agencies to respond. CHP's communications center provides 24/7 service to all 9 Bay Area Counties.  | CHP, local agencies             |
| <b><u>Police/Medical:</u></b> Local agencies provide essential medical/fire and law enforcement assistance as part of the response to freeway incidents.  | Cities and Counties             |
| <b><u>Call Box Program</u></b> is to provide stranded motorists with roadside emergency telephones for requesting assistance (CHP, tow truck, medical, etc) and reporting along the Bay Area's 1,100 miles of freeways and expressways.   | MTC, CHP, Caltrans              |
| <b><u>Transit Incident Response and Management</u></b>  |                                 |
| <b><u>Real-time Monitoring of Transit Vehicles:</u></b> AVL/radio dispatch systems provide continuous tracking of vehicle location, as well as voice communications and silent alarms. AC, Muni, SamTrans, VTA, Vallejo, and LAVTA have AVL and radio systems. Some agencies also have CCTV cameras on transit vehicles for remote monitoring in response to alarms.  | Transit Agencies, cities        |
| <b><u>Arterial Incident Response and Management</u></b>   |                                 |
| <b><u>Response System:</u></b> The purpose of the local agency response systems is to have appropriate responders (police and fire/medical) quickly reach the scene, including use of traffic signal pre-emption.   | Cities and Counties             |
| <b><u>Injury Prevention</u></b>   |                                 |
| <b><u>Safety Improvement Programs:</u></b> The purpose of safety improvement programs is to collect and analyze collision data at selected locations (Route 17, signalized intersections, schools, etc) and design and implement programs to decrease the number and severity of collisions.  | CHP, local agencies, MTC        |

## Improve Mobility

|   | <u>Agencies Involved</u>                           |
|---|--|
| <b><u>Congestion Relief</u></b>   |  |
| <b><u>Monitor Freeway Flows:</u></b> Caltrans Traffic Operations System (TOS) is the network of field equipment used to monitor traffic real-time changes in traffic flows, communicate with motorists, and respond to congestion. The Transportation Management Center (TMC) is the software and communications systems that control the field devices, and the staff that operate and maintain the TMC. Currently have 350 CCTV cameras, 1200 detector stations, 90 message signs. Loop detector repairs should bring 600 monitoring stations into stable operation by late 2004. | Caltrans, CHP, MTC                                 |
| <b><u>Manage Freeway Capacity:</u></b> The purpose of ramp metering is used to regulate the flow of vehicles onto a freeway in order to improve the efficiency of the system. Metering equipment has been installed at 280 locations in Bay Area, usually as part of larger project. Caltrans requests local agency concurrence before meter turn-on.   | Caltrans, Cities & Counties, MTC                   |
| <b><u>Signal Timing Program:</u></b> The purpose of MTC's signal timing program is to improve flow on local arterials by retiming up to 750 signals every year. The program improves coordination across agency boundaries, and improves transit travel along arterials. About half of the Bay Area's 7,000 traffic signals operate as part of interconnected systems, and over 1,000 more should be coordinated.   | MTC, Cities & Counties, Transit Agencies, Caltrans |
| <b><u>Interagency Communication and Coordination</u></b>  |  |
| <b><u>Improve Flows along Multi-agency Corridors:</u></b> Smart Corridors integrate and automate real-time monitoring and management activities across adjacent agencies to improve transit travel time, incident response, and traveler information. Bay Area Smart Corridors include Silicon Valley, East Bay, Ala-580 and San Francisco.   | Smart Corridors, Caltrans                          |
| <b><u>Interim Center-to-Center (C2C) System Data Sharing:</u></b> The purpose of the Interim Center-to-Center project is to exchange real-time traffic data and video between Caltrans and Smart Corridors. The Communications Backbone includes Caltrans' fiber optic lines in BART's R-O-W, and, links three Smart Corridors to Caltrans.   | MTC, Caltrans, Smart Corridors                     |
| <b><u>Travel Options</u></b>  |  |
| <b><u>Facilitate Ridesharing:</u></b> The Regional Rideshare Program encourages shifting from single-occupant vehicles to carpools, vanpools, and other alternatives by providing information, facilitating 'matches' using carpool/vanpool formation and support services, and marketing (including employer outreach.) Program services are now part of the 511/511.org family of traveler information services.  | MTC, CMAs, BAAQMD                                  |
| <b><u>Provide HOV Network:</u></b> The HOV Network entails facilities that provide faster trips for vehicles with two or more occupants, and includes 275 miles of High Occupancy Vehicle (HOV) lanes on freeways and expressways, bypass lanes at toll bridges and ramp meters, and park & ride lots. May include future HOT lanes   | Caltrans, MTC, CMAs                                |
| <b><u>Facilitate Express Bus Services:</u></b> Express bus service provides faster travel by reducing the number of stops, and Bus Rapid Transit (BRT) removes bus service from mixed flow traffic. MTC's Regional Transit Expansion Program includes a \$40 million commitment to Phase 1 of the Regional Express Bus Program. New services began September 2002.  | MTC, Transit Agencies                              |

## Improve User Convenience

|  | <u>Agencies Involved</u>  |
|--|---------------------------|
| <b><u>Traveler Information</u></b>   |                           |
| <u>En-route Motorist Information</u> : The purpose of en-route information is to provide motorists with critical information specific to their location, by using Changeable Message Signs and Highway Advisory Radio operated by Caltrans and Smart Corridors.  | Caltrans, Smart Corridors |
| <u>Regional Transit Information System</u> : The purpose of the RTIS is to provide both new and experienced transit users with comprehensive route, schedule and fare information about the regional transit operators and their services. The RTIS maintains up-to-date transit information in one centralized database. The 511 TakeTransit Trip Planner provides multi-agency, origin-to-destination transit itineraries and related maps to the public over a Web based tool.  | MTC, Transit Agencies     |
| <u>511/TravInfo®</u> : The purpose of 511/TravInfo® is to provide travelers with a source of timely, accurate and comprehensive information about traffic congestion and transit information. 511/TravInfo® collects its information from numerous sources, and provides access to the information over the telephone, internet, and broadcast media. Toll-tag readers are used to collect drive-time data in selected corridors.  | MTC, Caltrans, CHP        |
| <u>Local Web Sites</u> supported by Smart Corridors and local agencies provide customers with access to real-time regional and local traveler information.   | Smart Corridors           |
| <b><u>Electronic Payment</u></b>   |                           |
| <u>Electronic Toll Collection</u> : FasTrak is California's electronic toll collection system, which both allows customers to pay tolls without stopping and doubles the number of vehicles that can pass through a toll booth. All toll lanes at all of the Bay Area toll bridges are currently equipped with the FasTrak toll readers.   | Caltrans, GGBHTD, MTC     |
| <u>Automated Transit Fare Payment</u> : TransLink® is a customer service program that will allow Bay Area transit riders to use a single smart card to pay transit fares on any bus, ferry, train, or light rail vehicle in the nine-county region. The objectives of the TransLink® program are to improve the convenience of fare payment for patrons by reducing the number of fare instruments used in the region, providing improved ridership data to transit agencies, reducing losses in transit revenue by improving fare collection security, reducing fare evasion and fraud, and improving the distribution of fare media. | MTC, transit agencies     |

**Appendix 2**  
**Regional Operations Strategy: Improvement Program**

**GOAL: Improve Safety**

**Freeway Incident Response and Management**

|                              | <b><u>Improvement Strategies</u></b>   | <b><u>Regional Policy Development</u></b> | <b><u>Funding Program</u></b>   |
|------------------------------|--|---|---|
| Freeway Service Patrol (FSP) | <ul style="list-style-type: none"> <li>A. Maintain current levels of FSP services</li> <li>B. Expand coverage to match increase in the extent and duration of congestion</li> <li>C. Improve tow services response to incidents involving big rigs.</li> </ul>   |   | <p><b>Sources:</b> MTC SAFE, T-2030 Regional Program</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. Funded</li> <li>B. Unfunded</li> <li>C. TBD</li> </ul>  |
| Call Box Program             | <ul style="list-style-type: none"> <li>A. Convert call boxes to digital technology to assure continued reliability</li> <li>B. Make call box system fully accessible to persons with disabilities</li> </ul>   |   | <p><b>Sources:</b> MTC SAFE</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. Funded.</li> <li>B. Funded</li> </ul>  |
| Incident Communications      | <ul style="list-style-type: none"> <li>A. Improve two-way interface between CHP's Computer Aided Dispatch System (CAD) and FSP tow services for the reporting of incidents.</li> <li>B. Deploy system to provide emergency responders with on scene and vehicle-to-vehicle communications capability.</li> </ul> |   | <p><b>Sources:</b> MTC SAFE, CHP</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. TBD</li> <li>B. MTC SAFE funded pilot program; full program TBD.</li> </ul> |

**GOAL: Improve Safety (cont.)**

**Transit Incident Response and Management**

|  | <b><u>Improvement Strategies</u></b>   | <b><u>Regional Policy Development</u></b>   | <b><u>Funding Program</u></b>  |
|--|--|---|--|
| Real-time Monitoring of Transit Vehicles | <ul style="list-style-type: none"> <li>A. Deploy AVL/radio systems on all transit vehicles to improve incident response time.</li> <li>B. Develop communications system to link transit agencies to local police, fire and emergency medical personnel.</li> </ul> | <ul style="list-style-type: none"> <li>• Adopt a regional policy that any AVL system that uses regional funding be able to exchange data with other transit agencies, traffic signal systems, arrival-time information systems, and the regional 511 system.</li> </ul> | <p><b>Sources:</b> Regional Transit Capital Priorities</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. New operational strategy, unfunded</li> <li>B. New operational strategy, unfunded</li> </ul> |

**Injury Prevention**

|                             | <b><u>Improvement Strategies</u></b>  | <b><u>Regional Policy Development</u></b> | <b><u>Funding Program</u></b>  |
|-----------------------------|---|---|--|
| Safety Improvement Programs | <ul style="list-style-type: none"> <li>A. Develop programs to reduce bicyclist and pedestrian collisions in selected cities (SafetyTAP)</li> <li>B. Develop and deploy public education campaigns to advance bicycle and pedestrian safety on arterials.</li> </ul> |   | <p><b>Sources:</b> T-2030 Bicycle/Pedestrian Program</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. MTC funded SafetyTAP pilot; full program TBD</li> <li>B. New operational strategy, unfunded</li> </ul> |

# Goal: Improve Mobility

## Congestion Relief

|  | <u>Improvement Strategies</u>   | <u>Regional Policy Development</u>  | <u>Funding Program</u>   |
|--|---|---|--|
| <p>Freeway Monitoring and Management Systems</p> | <p>A. Upgrade Regional TMC. Complete upgrade to automate both control of field equipment and data exchange.</p> <p>B. Upgrade Freeway CCTV System. Complete upgrade of existing CCTV cameras on highway system</p> <p>C. Expand Highway Monitoring System. Add monitoring stations and devices to expand coverage and reliability of traffic monitoring systems.</p> <p>D. Deploy Freeway Ramp Metering. Expand deployment of ramp metering into new corridors and implement TMC software to enable demand-responsive metering and monitor impacts of ramp metering.</p> <p>E. Interim Center-to-Center Program: Develop interim center-to-center communications program to share real-time traffic data and video</p> <p>F. Implement regional communications backbone</p> | <ul style="list-style-type: none"> <li>• Adopt a regional policy that requires that T-2030 Regional Program funds for Freeway Operations leverage to the maximum extent possible other federal, state and regional funds.</li> <li>• Adopt a regional policy that requires that TOS field equipment be included as part of all significant rehabilitation and construction projects on the region's freeway system.</li> <li>• Adopt a regional policy (based on the Interim C2C project findings) that requires the regional and local TMCs to develop protocols and systems that will allow for the sharing of data and video between centers.</li> </ul> | <p><b>Sources:</b> T-2030 Regional Program, T-2030 County Share Program, MTC SAFE, SHOPP</p> <p><b>Notes:</b><br/>           Funding program needs to be developed for specific TOS programs/elements<br/>           A. SHOPP is expected to fund on-going operations<br/>           B. Funded by MTC SAFE and Caltrans<br/>           C. TBD, could utilize T-2030 Regional Program and/or County Program<br/>           D. TBD, could utilize T-2030 County Program and/or Big Tent<br/>           E. Funded by MTC SAFE<br/>           F. TBD, could utilize T-2030 and/or Big Tent</p> |
| <p>Multi-agency Corridors</p>                    | <p>A. Bring current Smart Corridors into stable operations</p> <p>B. Establish secure and stable source of funding for operation and retiming of arterial corridors</p>   |   | <p><b>Sources:</b> T-2030 Regional Program and County Share Program</p> <p><b>Notes</b><br/>           A. Unfunded<br/>           B. Regional Program funds through 06/07, then TBD</p>  |

**Travel Options**

|                      | <b><u>Improvement Strategies</u></b>   | <b><u>Regional Policy Development</u></b> | <b><u>Funding Program</u></b>                                 |
|----------------------|--|---|---|
| Ridesharing          | A. Expand the 511.org Website's online capabilities, including dynamic (instant) and casual ridesharing.   |   | Sources: T-2030 Regional Program, TFCA<br><br>Notes: Unfunded |
| HOV Network          | A. Expand region's HOV network pursuant to the HOV plan.<br>B. Implement a program to continually monitor effectiveness of HOV lanes.                                  |   | Sources T-2030 County Share Program<br><br>Notes: TBD         |
| Express Bus Services | A. Update HOV Lane Master Plan, which identifies future HOV lanes and express bus facilities.<br>B. Evaluate express bus & BRT services to inform investment decisions |   | Sources: MTC, Caltrans, transit agencies<br><br>Notes: TBD    |

## Goal: Improve User Convenience

### Traveler Information

|                               | <u>Improvement Strategies</u>   | <u>Regional Policy Development</u>  | <u>Funding Program</u>  |
|-------------------------------|---|---|---|
| En-route Motorist Information | <ul style="list-style-type: none"> <li>A. Develop protocols for displaying incident data on CMS</li> <li>B. Integrate travel-time information for display on CMS.</li> </ul>  |   | <p><b>Sources:</b> T-2030 Regional Program</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. Funded</li> <li>B. TBD</li> </ul>   |
| 511/Transit Information       | <ul style="list-style-type: none"> <li>A. Include data for all major Bay Area transit operators in transit trip planner</li> <li>B. Provide real-time transit arrival information at key regional transit stations &amp; stops throughout the region.</li> <li>C. Provide ubiquitous transit information over the phone.</li> <li>D. Provide 24/7 call center and multilingual services.</li> </ul> | <ul style="list-style-type: none"> <li>• Adopt a regional policy that any real-time transit information system deployment that is funded with regional sources must provide information to the 511 system.</li> </ul> | <p><b>Sources:</b> T-2030 Regional Program</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. Pilot project funded</li> <li>B. Pilot project funded</li> <li>C. Unfunded</li> <li>D. TBD</li> </ul> |
| 511/TravInfo®                 | <ul style="list-style-type: none"> <li>A. Complete build-out of the freeway travel time system.</li> <li>B. Develop arterial travel time system.</li> </ul>   |   | <p><b>Sources:</b> T-2030 Regional Program, MTC SAFE</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. Pilot project funded</li> <li>B. TBD</li> </ul>   |
| 511/Rideshare                 | <ul style="list-style-type: none"> <li>A. Provide consistent regional incentives to commuters to encourage formation of carpools and vanpools</li> </ul>  |   | <p><b>Source:</b> Regional Measure 2</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. Unfunded</li> </ul>   |
| Local Web Sites               | <ul style="list-style-type: none"> <li>A. Link local Web sites and 511.org.</li> </ul>  |   | <p><b>Sources:</b> Local Funds</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. TBD</li> </ul>  |

**Goal: Improve User Convenience (cont.)**

**Electronic Payment**

|                                | <b><u>Improvement Strategies</u></b>   | <b><u>Regional Policy Development</u></b> | <b><u>Funding Program</u></b>  |
|--------------------------------|--|---|--|
| Electronic Toll Collection     | <ul style="list-style-type: none"> <li>A. Increase number of exclusive FasTrak lanes on toll bridge approaches.</li> <li>B. Explore additional non-toll uses for FasTrak transponders</li> <li>C. Consolidate FasTrak customer service center operations for the state-owned toll bridges and the Golden Gate Bridge</li> </ul>  |   | <p><b>Sources:</b> Bridge Tolls</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. Funded</li> <li>B. TBD</li> <li>C. Funded</li> </ul>  |
| Automated Transit Fare Payment | <ul style="list-style-type: none"> <li>A. Install TransLink® readers on all Bay Area transit systems</li> <li>B. Integrate TransLink® with transit agencies' existing systems.</li> <li>C. Enhance/customize to accommodate on-board equipment changes, station reconstruction, etc.</li> <li>D. Integrate FasTrak and TransLink® customer service functions</li> <li>E. Provide non-transit and non-transportation uses of TransLink® card to increase overall usefulness to TransLink customers</li> </ul> |   | <p><b>Sources:</b> T-2030<br/>Regional Program, STA</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>A. Funded</li> <li>B. Unfunded</li> <li>C. Unfunded</li> <li>D. TBD</li> <li>E. TBD</li> </ul> |



DATE: February 12, 2004  
TO: STA TAC  
FROM: Mike Duncan, Director of Projects  
RE: Cordelia Truck Scales Relocation Study – Update

**Background:**

The Draft Cordelia Truck Scales Relocation Study was initially presented to the STA Board of Directors on October 8, 2003. The study was conducted as part of the preparation of the Environmental Documents and Project Report for the I-80/I-680/SR12 Interchange. The goal of the study is to identify the “best” location, or locations, for truck scales in Solano County based upon the technical factors used in the study. Korve Engineering, as a subconsultant to MTCO/Nolte Joint Venture, and Nolte Engineering conducted the Cordelia Truck Scales Relocation Study.

Three options were identified as potential locations for truck scales in Solano County. These options are:

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

STA scheduled meetings in order to facilitate public input and to provide affected agencies and interest groups with detailed information. The following meetings have occurred or are currently scheduled:

- Highway 12 Association – October 16, 2003
- Supervisor Forney – October 22, 2003
- Dixon City Council – October 28, 2003
- Caltrans District 4 Director Bijan Sartipi – November 3, 2003
- Vacaville City Council – November 11, 2003
- Rio Vista City Council – November 20, 2003
- Suisun City Council – December 2, 2003
- Fairfield City Council – January 6<sup>th</sup>
- BCDC – February 4<sup>th</sup>
- Solano County Board of Supervisors – TBD

**Discussion:**

The STA received letters concerning the Truck Scales from the Cities of Dixon, Rio Vista and Vacaville, and the Resolution adopted by the City of Fairfield (see attachments). Additionally, a letter from the Commissioner of the California Highway Patrol to the Director of Caltrans was also provided to STA. Attachment A provides a summary of the correspondence received by STA.

Based upon comments received during the public meetings, STA staff and project consultants further evaluated the potential benefits/disbenefits of the proposed site on I-80 between Fairfield and Vacaville (Lagoon Valley) and the proposed site on eastbound SR 12 near Olsen Road versus an eastbound SR 12 site near Branscome Road (opposite the proposed westbound site).

Although the I-80 site at Lagoon Valley in Option 2 provides some operational and constructibility improvements over the site within the I-80/680/12 Interchange, the site would still require significant complex braided ramp structures similar to Option 1. Additionally, as the Lagoon Valley and the North Texas Street areas “build-out”, traffic operations on I-80 would lessen the benefits in operational improvements over Option 1. These factors, combined with the additional scales required on SR 12 for Option 2, provide justification for staff to recommend eliminating Option 2 from further consideration.

A westbound site on SR 12 near Branscome Road (a level, straight section of SR 12) was initially eliminated due to an environmental “fatal flaw.” The Suisun Marsh Protection Area is adjacent to the south side of SR 12 in this area, the potential location for a westbound truck scale site. The Bay Conservation and Development Commission (BCDC) has said that construction of this type of facility within the Suisun Marsh Protection Area would be extremely difficult, if not impossible. However, additional engineering analysis of this area indicated that SR 12 could be relocated slightly north in the area of potential truck scales, thus negating the need to build in the Suisun Marsh Protection Area. The “flat” topography near Branscome Road and the ability to relocate the roadway slightly north may provide justification for eliminating the SR 12 site near Olsen Road and including both eastbound and westbound sites on SR 12 near Branscome Road as the only proposed sites on SR 12.

The Arterials, Highways and Freeways Committee met on February 5, 2004 to review comments and letters received during the public input process, responses to these comments, and potential recommendations to the Board of Directors. The Committee directed staff to work with CHP and Caltrans to provide additional information on the following issues:

1. Can the truck scales be closed completely, or at least until improvements are made to the I-80/680/12 Interchange if they stay in the Interchange?
2. Will one set of scales on I-80, east of Dixon, be sufficient instead of scales at three locations? Or possibly a set on I-80 and a set on I-505, but none on SR 12?
3. Can a viable location on I-80 be located east of the sites proposed in Option 3 without the need for another set of scales on SR 113?

4. Can the design criteria (including technology improvements) be reevaluated to decrease the need for such long ramps and the related bridge structures for the locations in the I-80/680/12 Interchange?

The Committee forwarded the following recommendations to the STA Board of Directors to be considered at the February 12, 2004 meeting:

1. Delete Option 2 from further consideration.
2. Determine the viability of relocating SR 12 to the north near Branscome Road to allow eastbound and westbound scales near Branscome Road, including a 4-lane roadway in this area. Delete the location near Olsen Road on SR 12 if this scenario is viable.
3. For Option 3 on I-80, reevaluate for locations outside of the Vaca-Dixon Greenbelt to a location, or locations, to the east.
4. Authorize the Executive Director to allocate up to \$10,000 in TCRP funds to complete recommendations 2 and 3.

In addition to approving the recommendations from the Committee, the Board added emphasis to the issues raised by the Committee by adding the following item:

5. Direct staff to fully investigate the following issues:
  - A. Can the truck scales be closed completely, or at least until improvements are made to the I-80/680/12 Interchange if they stay in the Interchange?
  - B. Will one set of scales on I-80, east of Dixon, be sufficient instead of scales at three locations? Or possibly a set on I-80 and a set on I-505, but none on SR 12?
  - C. Can a viable location on I-80 be located east of the sites proposed in Option 3 without the need for another set of scales on SR 113?
  - D. Can the design criteria (including technology improvements) be reevaluated to decrease the need for such long ramps and the related bridge structures for the locations in the I-80/680/12 Interchange?

STA staff will direct the consultant to further evaluate the location on SR 12 near Branscome Road and to investigate viable locations on I-80 east of Dixon. Staff will also work with Caltrans and the California Highway Patrol to evaluate the issues in item 5 and to determine if options not originally studied, including closing the scales, are viable.

**Recommendation:**  
Informational.

Attachments

- A. Summary of Agency Correspondence
- B. City of Dixon Letter
- C. City of Rio Vista Letter
- D. City of Vacaville
- E. City of Fairfield Resolution
- F. CHP Letter to Caltrans Director

Summary of Agency CorrespondenceCity of Dixon

- Opposition to Truck Scales in the Vaca-Dixon Greenbelt.
- Infringement on rural/agricultural buffer between Vacaville and Dixon.
- Trucks bypassing scales and using routes through and around the City.
- Close proximity of Option 3 scales to the planned National Veterans' Cemetery.
- Traffic conflicts between truck scales and local interchanges.
- Increase in air pollution from decelerating, accelerating and idling trucks.
- Questions regarding the capital cost analysis for the various locations.
- Substantial increases in operations and maintenance costs in an era of shrinking state budgets.

City of Rio Vista

- The proposed location on SR 12 near Olsen Road is dangerous.
- Truck scales should not be located on a two-lane roadway like SR 12.
- The study does not accurately address traffic operational impacts of scales near Olsen Road.
- Public safety is compromised by Option 3.
- The study underestimates the cost of Option 3.
- Option 3 trades one truck scales problem for three new ones and reduces operational efficiency and effectiveness.

City of Vacaville

- Opposition to Option 3 for the following reasons:
  - Location within the Vaca-Dixon Greenbelt.
  - Negative air quality impacts of the proposed locations on I-80.
  - Increase in operating and maintenance costs for Option 3 over Option 1.
- Opposition to Option 2 for the following reasons:
  - The location in Lagoon Valley is incompatible with the proposed development of Lagoon Valley.
  - Air quality would be significantly impacted in Lagoon Valley.
  - Added freeway congestion for the AM peak for Vacaville and PM peak for Fairfield.
  - Increase in operating and maintenance costs for Option 2 over Option 1 with no guarantee for additional funding for CHP.
- Support of Option 1 for the following reasons:
  - Operating and maintenance costs for Option 1 are far less than the other two options.
  - Option 1 appears to be the optimum location for minimizing trucks diverting the scales.
- Recommended reopening the study of other potential sites.

#### City of Fairfield (Resolution 2004-20)

- Opposition to Option 1 because of existing and future traffic impacts on the freeway and local interchanges.
- Between Options 2 and 3, support Option 3 because it is located in less urbanized areas without braided ramps or bridge structures.
- Support modifying Option 3 to address the concerns of the cities of Vacaville, Dixon and Rio Vista, such as installing scales only on I-80 east of Dixon.
- Support eliminating and closing the truck scales until the difficulties with Option 1 are addressed.
- If Option 1 is chosen for the location of the truck scales, require the following improvements before any improvements and expansions are made to the truck scales:
  - Construct all needed braided ramps and bridge structures.
  - Reconstruct the Green Valley and Suisun Valley interchanges to accommodate the eastbound truck scale braided ramps.
  - Construct a new I-680/Red Top Road interchange and reconstruct the I-80/Red Top Road interchange if the eastbound I-80 off-ramp to southbound I-680 is eliminated.
  - Ensure the Abernathy/I-80 westbound on-ramp and eastbound off-ramp are not eliminated.
  - Ensure the westbound I-80 truck scales off-ramp accommodates future improvements to the I-80/West Texas Street interchange.
  - Require an MOU between the City, STA and other involved agencies committing to the above conditions and to funding these improvements.

#### CHP Letter to Caltrans

- Cannot support replacing the Codelia Inspection Facility with six facilities at three locations.
- Challenging fiscal times do not allow for the purchase of additional equipment and hiring of additional staff.
- Option 3 requires a 40% increase in operating costs over Option 1.

NOV - 1 2003

NOV - 3 2003

MAYOR MARY ANN COURVILLE  
VICE MAYOR GIL VEGA  
COUNCILMEMBER LOREN FERRERO



COUNCILMEMBER JILL ORR  
COUNCILMEMBER DAN SUPRIANO  
CITY TREASURER DAVID DINGMAN

October 31, 2003

Solano Transportation Authority  
c/o Daryl Halls  
Executive Director  
One Harbor Center, Suite 130  
Suisun City, CA 94585

Subject: *Cordelia Truck Scales Relocation Study*

On Tuesday, October 28, 2003, STA staff and consultants responsible for preparation of the Cordelia Truck Scales Relocation Study, made a presentation to the Dixon City Council. Subsequent to the presentation, City Councilmembers and community residents asked questions of, and shared their opinions with, the STA staff and consultant representatives. Themes, which arose during the discussion, included:

- Opposition to location of the west bound Interstate 80 scale in the Vaca-Dixon Greenbelt
- Infringement on the rural/agricultural buffer area between Vacaville and Dixon
- The likely avoidance of the scales by truckers taking alternate routes, particularly routes that would bring increased truck traffic through and around the City of Dixon
- Location of a truck scale facility, virtually within "earshot" of the site under active negotiation and planning for a National Veterans' Cemetery (south of Midway Road, slightly east of Interstate 80)
- Potential traffic conflicts with trucks entering and exiting the freeway in proximity to local interchanges
- Potential increases in air pollution related to decelerating, accelerating and idling trucks
- Various questions regarding the capital cost analysis.

**City of Dixon**

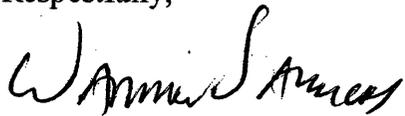
600 East A Street • Dixon, California • 95620-3697  
(707) 678-7000 • FAX (707) 678-0960 • TDD (707) 678-1489

- Substantial increases in operating and maintenance costs in an era of shrinking State revenues.

The City of Dixon appreciates the Board's insistence that the report be shared with the local communities, which might be impacted by the relocation. The City strongly encourages the Board to give serious consideration to the concerns noted above.

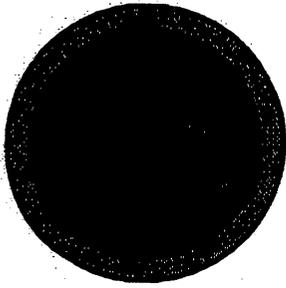
Thank you, again, for the opportunity to share this information with you.

Respectfully,

A handwritten signature in black ink, appearing to read "Warren Salmons". The signature is written in a cursive style with a large initial "W".

Warren Salmons  
City Manager

CC: City Council



# CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571

January 6, 2004

City Council  
Mayor Coglianese  
Vice Mayor Woodruff  
Council Member Bhakta  
Council Member Jones  
Council Member Kelly

Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

RE: Proposed Relocation of Cordelia Truck Scales

Dear Chairman Spering and Board Members:

City Website Address  
<http://ci.rio.vista.ca.us>

City Manager  
One Main Street  
Rio Vista, CA 94571  
707/374-6451  
707/374-5063 Fax

Community Development  
One Main Street  
Rio Vista, CA 94571  
707/374-2205

Finance  
One Main Street  
Rio Vista, CA 94571  
707/374-2176

Fire  
350 Main Street  
Rio Vista, CA 94571  
707/374-2233-Business  
707/421-7090-Dispatch  
707/374-8324 Fax

Police  
50 Poppy House Road  
Rio Vista, CA 94571  
707/374-6366-Business  
707/374-2300-Dispatch  
707/374-8217 Fax

Public Works  
789 St. Francis Way  
Rio Vista, CA 94571  
707/374-6747  
707/374-6047 Fax

The City of Rio Vista has reviewed the Cordelia Truck Scales Relocation Study and has taken public comment at several public meetings. After deliberation and discussion, the Rio Vista City Council goes on record as strongly opposing "Option 3", the option identified in the study as "preferred", for the following reasons.

1. **The proposed location of the eastbound scale on Highway 12 at Olsen Road is dangerous.** The hills and curves of the two-lane highway through the Montezuma Hills severely limit site distance. The area is prone to heavy winter fog. The addition of slow moving trucks entering and exiting the scales would add to the highway's already significant safety problems.
2. **Truck scales do not belong on a two-lane highway like Highway 12.** The risk of high-speed head-on collisions is greater on a two-lane road because faster-moving vehicles must move into the opposing lane to avoid slower-moving vehicles. There is no option to move to an adjacent lane, as on a freeway. Perhaps for this reason, there are no truck scales comparable to what is proposed currently located on any two-lane highway in California, according to the CHP.
3. **The study does not accurately assess traffic operational impacts of scales at Olsen Road.** It bases its assessment on a single factor - the truck-weaving index. A single factor does not account for the site's terrain or the fact that Highway 12 serves as the key truck route of choice between I-80 and I-5. Given the congestion on freeways, Highway 12's already high percentage of truck traffic is

Cordelia Truck Scales  
January 8, 2004  
Page 2

growing exponentially and is much greater than the statewide average. The City believes the study substantially underestimates the current truck traffic on Highway 12.

**4. Public safety is compromised by Option 3.** Many more routes for evasion of the truck scales are created by the proposal for three scales to replace the single Cordelia facility. We share the concerns voiced by the CHP that the risk of security breaches would be greatly enhanced. The condition of county roads could be degraded and protection of Travis Air Force Base made more difficult.

**5. The truck scales study underestimates the cost of Option 3.** It does not include the cost of the extensive improvements to Highway 12 that would be necessary to mitigate the safety problem at Olsen Road. The projection also underestimates the increased operational costs to the CHP by only calculating a 35-year life span for the facility. Nor are the costs for the additional CHP and local law enforcement patrolling that would be necessary to maintain security included.

**6. Option 3 trades one truck scales problem for three new ones and reduces operational efficiency and effectiveness.** This makes no sense, especially when the CHP finds the proposed new locations would be significantly inferior in meeting the scales' principal mission to protect public safety. Rebuilding the scales at Cordelia is the better option, especially when the true costs of option 3 are considered.

We thank you for the effort that the Authority and its staff has made to outreach to our community about the problems of the Cordelia truck scales and Interchange. We hope that our comments will be useful in understanding our concerns. We look forwarding to working with all the STA member agencies in crafting a mutually acceptable solution.

Yours truly,

  
Marci Coglianesse  
Mayor

cc: City Council  
City Manager

**COUNCIL MEMBERS**  
 LEN AUGUSTINE, Mayor  
 PAULINE CLANCY, Vice Mayor  
 STEVE HARDY  
 RISCIA SLADE  
 STEVE WILKINS



# CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

November 20, 2003

OFFICE OF  
The Mayor

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

**SUBJECT: CORDELIA TRUCK SCALES RELOCATION STUDY**

Dear Daryl:

Thank you for your presentation to the City Council on November 11, 2003. As you are well aware, the Council formally took a position of opposition to Options 2 and 3, and recommended that the STA Board select Option 1. Specifically, the following are the reasons for our position, in reverse order:

Option 3:

- The location of the truck scales mid-way between Vacaville and Dixon would have to be located within the Vacaville/Dixon Green Belt, which was jointly funded by both cities. Both Councils are very proud of this award-winning project and would be opposed to taking up to 32 acres out of this agriculture reserve.
- Air quality is also an issue for this proposed location. The diesel exhaust generated from the quantity of trucks waiting for weight/inspection will adversely affect both the cities of Vacaville and Dixon and the Green Belt as well, depending on the direction of the prevailing winds.
- The projected 35 year operating and maintenance costs for this three station scenario are almost \$112 million more (67%) than Option 1, and with no projected off-setting revenue for the California Highway Patrol (CHP). The life expectancy of that location is likely to be much greater than 35 years, therefore, the actual additional costs could be double, or \$224M.

Option 2:

- The location of truck scales in Lagoon Valley is contrary and incompatible with the proposed high-end residential and commercial development of Lagoon Valley. Not only would the Truck Scales take significant land that is now zoned for commercial, Council felt that the air quality within this valley would be severely impacted. Also, as pointed out before, the congestion would back up freeway traffic into Vacaville during the AM peak hour and Fairfield in the PM peak hour.

DEPARTMENTS: Area Code (707)

[www.cityofvacaville.com](http://www.cityofvacaville.com)

|                                     |                           |                          |                                   |                                |                  |                                     |                    |                          |
|-------------------------------------|---------------------------|--------------------------|-----------------------------------|--------------------------------|------------------|-------------------------------------|--------------------|--------------------------|
| Administrative Services<br>449-5101 | City Attorney<br>449-5105 | City Manager<br>449-5100 | Community Development<br>449-5140 | Community Services<br>449-5654 | Fire<br>449-5452 | Housing & Redevelopment<br>449-5660 | Police<br>449-5200 | Public Works<br>449-5170 |
|-------------------------------------|---------------------------|--------------------------|-----------------------------------|--------------------------------|------------------|-------------------------------------|--------------------|--------------------------|



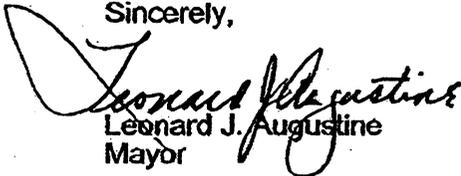
- The projected 35 year operating and maintenance costs for these two stations are almost \$40 million more (24%) than Option 1, and again, with no guarantee of additional funding for the CHP.

Option 1:

- Council supports this option for several reasons. First and primarily is the operating and maintenance costs, which are far less than the other two options, and if the costs were projected beyond the 35 years, the difference would be even more striking. The CHP receives no revenue from the fines generated and it looks as though the State Legislature will not be providing any additional revenues for additional future truck scale stations.
- After the public testimony at the Council hearing, it is also our belief that Option 1, between I-680 and SR-12, is the optimum location for minimizing trucks diverting the scales. This location is strategic for the responsibilities of the CHP, which includes safety checks, weighting, and individual inspections.

I have been directed by my Council to convey our unanimous decision to support Option 1 and oppose Options 2 and 3 from the Cordelia Truck Scales Relocation Study. We also recommend reopening the study of other potential options. For the record, this letter supercedes the February 10, 2003, letter from Dale Pfeiffer, our Public Works Director, concerning this matter. Please call me if you have any questions.

Sincerely,



Leonard J. Augustine  
Mayor

cc: Vacaville City Council

## CITY OF FAIRFIELD

RESOLUTION NO. 2004- 20**A RESOLUTION OF THE FAIRFIELD CITY COUNCIL  
OUTLINING THE CITY'S POSITION AND CONDITIONS ON THE  
RELOCATION OF THE CORDELIA TRUCK SCALES**

**WHEREAS**, the Cordelia Truck Scales are within the limits of the I-80/I-680 Interchange Project; and

**WHEREAS**, over a year ago the Solano Transportation Authority (STA) began studying the possibility of relocating the Cordelia Truck Scales because of its significant impact on the operation of I-80, I-680, Highway 12 and the local interchanges in the I-80/I-680 Interchange Project area; and

**WHEREAS**, the draft of the study, entitled "Cordelia Truck Scales Relocation Study", dated October 8, 2003 has been completed and released for public comment; and

**WHEREAS**, the draft study identifies three options (Options 1, 2 and 3) for relocating the truck scales; and

**WHEREAS**, the draft study concludes that Option 3 is the best option for relocating the truck scales; and

**WHEREAS**, Option 1 builds new scales within the I-80/I-680 Interchange Project area and requires extensive braided ramps and bridge structures (8 bridge structures for trucks only); and

**WHEREAS**, the braided ramps and bridge structures have a significant impact on the operation of I-80, I-680, Highway 12 and the local interchanges in the I-80/I-680 Interchange Project area; and

**WHEREAS**, Option 3 is located in a less urbanized area and requires no braided ramps and bridge structures for trucks.

**NOW, THEREFORE BE IT RESOLVED** that the City Council of the City of Fairfield hereby submits the following positions and conditions to the STA on the relocation of the Cordelia Truck Scales:

- A. Oppose Option 1 because of the significant impact the truck scales have on the operation of the existing and future freeway and local interchanges in the I-80/I-680 Interchange Project area.
- B. Between Options 2 and 3, support Option 3 because it is located in a less urbanized area, and has no braided ramps or bridge structures.

- C. Support modifying Option 3 to address the concerns of the cities of Vacaville, Dixon and Rio Vista, where feasible, such as installing the scales on I-80 only, and east of the City of Dixon.
- D. Support eliminating and closing the existing truck scales until the difficulties with Option 1 are addressed.
- E. Approve the following list of conditions if Option 1 is chosen, with the requirement that these improvements must be accomplished before any improvements and expansions are made to the truck scales.
  - 1. Construct all braided ramps and bridge structures (8 total) as part of any expansion of the scales to ensure that minimum weaving sections are met for trucks entering and exiting the truck scales.
  - 2. Reconstruct the Green Valley/I-80 Interchange and the Suisun Valley/I-80 Interchange to accommodate the eastbound truck scale braided ramps.
  - 3. Construct the new Red Top Road/I-680 Interchange, and reconstruct the Red Top Road/I-80 Interchange if the eastbound I-80 off-ramp to southbound I-680 is eliminated.
  - 4. Ensure that the Abernathy Road/I-80 Interchange westbound on-ramp and eastbound off-ramp are not eliminated.
  - 5. Ensure that the westbound I-80 Truck Scale off-ramp is designed to accommodate the future westbound on/off ramps at the West Texas Street/I-80 Interchange.
  - 6. Require that a MOU be entered into between the City, STA, and other involved agencies committing to the above conditions and to funding these improvements.

**PASSED AND ADOPTED** this 20th day of January 2004, by the following vote:

|            |                 |  |
|------------|-----------------|--|
| AYES:      | Councilmembers: | <u>Batson / English / Farley / Price / MacMillan</u> |
| NOES:      | Councilmembers: | <u>None</u>  |
| ABSENT:    | Councilmembers: | <u>None</u>  |
| ABSTAINED: | Councilmembers: | <u>None</u>  |

Attest:

Arletta K. Cortright  
City Clerk PW

Karin MacMillan  
Mayor

**M e m o r a n d u m**



Date: December 1, 2003

To: Jeff Morales, Director  
California Department of Transportation  
1120 N Street  
Sacramento, CA 94272-0001

C: HARRIS  
FELKER  
IWASAKI  
SARTIPI

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**  
Office of the Commissioner

File No.: 01.16479.062.3-3-0606

Subject: **CORDELIA INSPECTION FACILITY RELOCATION**

I write concerning discussions between the California Department of Transportation (Caltrans) and the Solano Transportation Authority (STA). As you may have been advised, we cannot support the recommendation of STA's contractor, Korve Engineering, to discard the current Cordelia Inspection Facility (IF) and replace it with six IFs at three different locations.

First, let me say I appreciate the need to redesign Interstate 80 (I-80) near Cordelia IF to accommodate the increase in traffic. However, as I am sure you will understand, these challenging fiscal times do not allow us to purchase additional inspection equipment, nor hire and train, absent a non-state funding source, the significant increase in staffing additional IFs would necessitate.

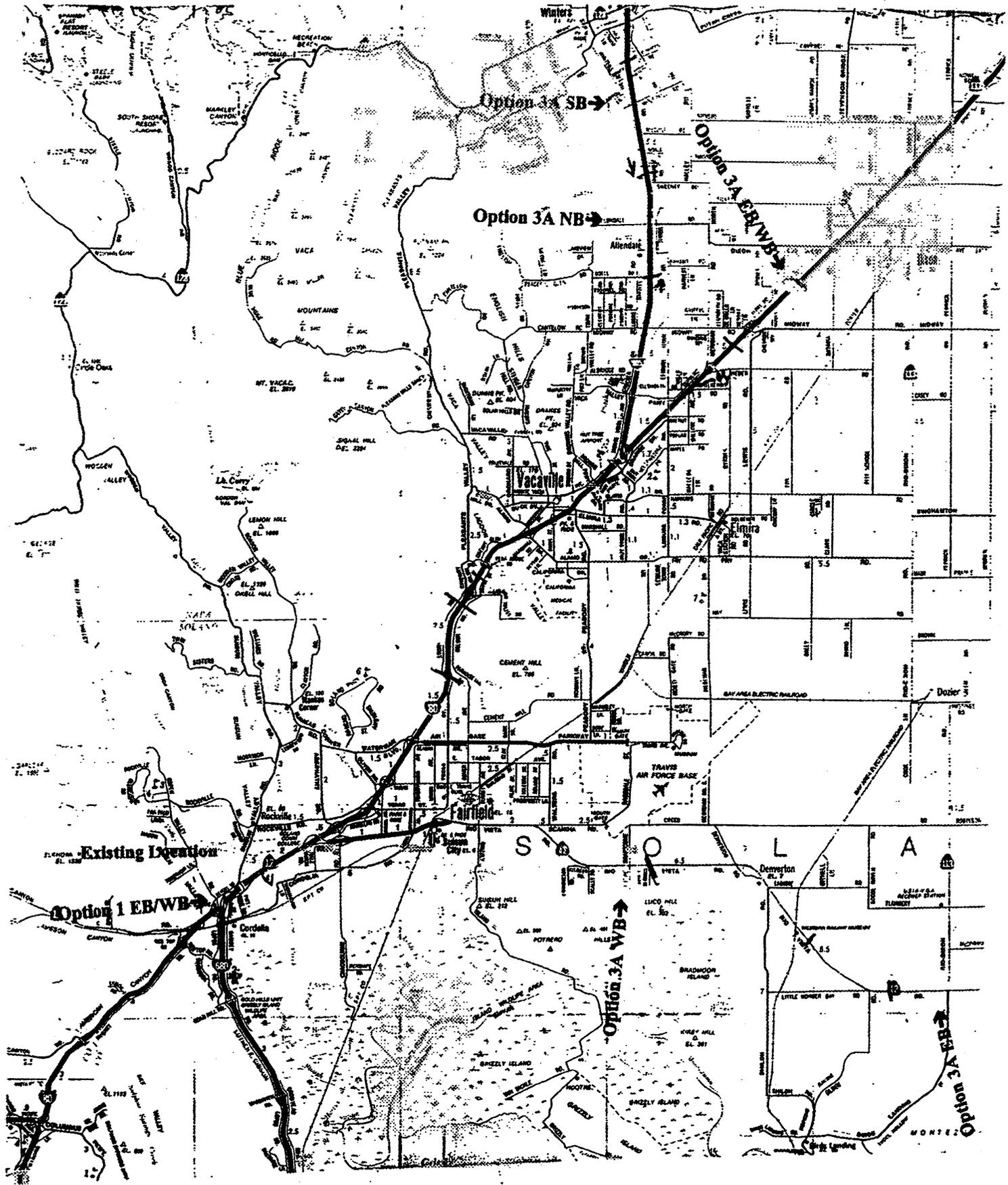
Specifically, as outlined in the following chart, Korve Engineering's recommended Option 3A requires the California Highway patrol (CHP) to add, at a minimum, 53 additional personnel to staff the new facilities, a 40 percent increase in operating costs over Option 1. Including construction, Option 3A over a five-year period would cost the state nearly \$1.6 billion, or 20 percent more than if we were to reconstruct the current Cordelia IF.

| Korve Engineering Scales Relocation Study Draft Report |   |                      |                                 |                                     |
|--|---|----------------------|---------------------------------|-------------------------------------|
| Option   | Locations   | Number of Facilities | Construction Cost (millions \$) | Annual Operating Cost (millions \$) |
| 1  | Reconstruct I-80 EB and WB at Cordelia in vicinity of existing locations  | 2                    | 415                             | 167                                 |
| 2A   | Relocate I-80 EB and WB at Vacaville. Add platform scales on Highway 12 EB east of Olsen Road and WB east of Branscome Road.  | 4                    | 233                             | 207                                 |
| 2B   | Relocate I-80 EB and WB at Vacaville. Add platform scale on Highway 12 east of Branscome Road. (One platform scale would serve both EB and WB traffic.)                       | 3                    | 219                             | 194                                 |
| 3A   | Relocate I-80 EB and WB at Dixon. Add platform scale on Highway 12. (Same as option 2A.) Add platform scale on I-505; NB north of Midway Road and SB south of Allendale Road. | 6                    | 184                             | 279                                 |
| 3B   | Relocate I-80 EB and WB at Dixon. Platform scales on I-505 and Highway 12 would be combined like option 2B to serve traffic in both directions.                               | 4                    | 173                             | 253                                 |

In closing, I appreciate the opportunity to express our concern with the aforementioned relocation option. We are hopeful that consensus can be reached which allows for needed highway redesign without significant staffing costs for the CHP. If you wish to discuss this matter further, please do not hesitate to contact me, or Chief Stan Perez in our Enforcement Services Division at (916) 445-3253.



D. O. HELMICK  
Commissioner



OPTION 1: EXISTING Cordelia IF (EAST & WEST ON I-80)  
 OPTION 3A: PROPOSED (6) NEW IFs ON 3 DIFFERENT HWYS



DATE: February 12, 2004  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: STP/CMAQ/TEA Obligation Authority Priorities

**Background:**

The nine Bay Area counties have been so successful at obligating STP and CMAQ projects that the region exceeded its obligation authority in FY 2002-03 for STP and CMAQ funded projects resulting in many projects being placed in a “waiting” status at HQ Caltrans. Many projects in Solano County were delayed pending the release of additional obligation authority to MTC and the Bay Area.

In September 2003, Congress passed an extension to TEA-21 and released apportionments to the states. MTC implemented the following priorities for allocating OA as it became available to the region:

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

**Discussion:**

Since October 1, 2003, MTC has been aggressive in obligating projects as funds became available to the region (see pages 4-7 of the attachment). Additional projects are ready for obligation and will be funded as more OA becomes available. Six of the next twelve projects to receive OA are Solano County projects (see page 1 of the attachment). Although MTC has prioritized project categories, lower priority projects may be obligated ahead of higher priority projects based on project readiness to ensure OA is not lost either to the State or other regions. OA will not be held in reserve for higher priority projects and will be obligated as soon as it is available.

**Recommendation:**

Informational.

Attachment

- A. Projects with Federal STP/CMAQ/TEA Funds (January 15, 2004)

METROPOLITAN TRANSPORTATION COMMISSION  
 FY 2003-04 Obligation Priority Plan  
 Projects with Federal STP/CMAQ/TEA Funds  
 January 16, 2004

| Category   | Authorization | Program Year  | Program | Status               | County        | Agency                 | Federal Project ID | TIP ID   | Project Title  | Last Transaction             | Programmed Fund   | UZA         | to be Obligated | Obligation Amount | as of 11/30/03 |
|--|---------------|---------------|---------|----------------------|---------------|------------------------|--------------------|--|--|------------------------------|-------------------|-------------|-----------------|-------------------|----------------|
| 1  | Pre-Award     | TEA-3 Cycle 1 | FY 04   | Pre-Award            | Region-Wide   | BART                   | CA-90-YZ70         | BRT030006                                      | TransLink/FY 03-04 - BART (FY 03-04)                 | FTA - 12/16/03 - \$4,515,000 | CMAQ Region       |             | \$4,515,000     | \$4,515,000       |                |
| 1  | Pre-Award     | TEA-3 Cycle 1 | FY 05   | Pre-Award            | Region-Wide   | BART                   | CA-90-YZ70         | BRT030006                                      | TransLink/FY 03-04 - BART (FY 04-05)                 | FTA - 12/16/03 - \$4,515,000 | CMAQ Region       |             | \$4,515,000     | \$4,515,000       |                |
| 2) Waiting in Chairlifts HQ for OIA for E-76                     |               |               |         |                      |               |                        |                    |  |  |                              |                   |             |                 |                   |                |
| 1  | W             | TEA-21        | FY 02   | Waiting              | Marin         | City of Novato         | STPL-5361(016)     | MRV891013                                      | Reduced Bldg between Lamont Ave & Olive Ave          | 05/25/01                     | \$28,000 STP      | SFO         | \$426,000       | \$426,000         |                |
| 2  | W             | TEA-21        | FY 02   | Waiting              | San Francisco | SF Parking and Traffic | CHL-8924(03)       | SF-991010                                      | Stockton Street sidewalk widening                    | 07/15/02                     | \$43,000 CMAQ     | SFO         | \$366,703       | \$366,703         |                |
| 3  | W             | TEA-21        | FY 02   | Waiting              | Solano        | City of Benicia        | STPL-5003(015)     | SOL010015                                      | East H Street Overlay                                | 07/15/02                     | \$105,000 STP     | VAL         | \$105,000       | \$105,000         |                |
| 4  | W             | TEA-21        | FY 02   | Waiting              | Solano        | City of Benicia        | STPL-5003(017)     | SOL991035                                      | East Fish Street Overlay                             | 07/15/02                     | \$115,000 STP     | VAL         | \$102,606       | \$102,606         |                |
| 5  | W             | TEA-21        | FY 02   | Waiting              | Solano        | City of Benicia        | STPL-5003(018)     | SOL991084                                      | East Second Street Overlay                           | 07/15/02                     | \$90,000 STP      | VAL         | \$89,000        | \$89,000          |                |
| 6  | W             | TEA-21        | FY 02   | Waiting              | Solano        | City of Benicia        | CML-5003(019)      | SOL991056                                      | Mills Elementary School Route Imps.                  | 07/15/02                     | \$30,000 CMAQ     | VAL         | \$44,689        | \$44,689          |                |
| 7  | W             | TEA-21        | FY 02   | Waiting              | Solano        | City of Rio Vista      | STPL-5099(009)     | SOL991088                                      | Drain Drive Overlay                                  | 07/29/02                     | \$40,000 STP      | N/A         | \$37,345        | \$37,345          |                |
| 8  | W             | TEA-21        | FY 02   | Waiting              | Contra Costa  | City of Oakley         | STPL-5094(034)     | SOL010010                                      | Nut Tree Rd. Resurfacing                             |                              | \$462,000 STP     | VAC         | \$462,000       | \$462,000         |                |
| 9  | W             | TEA-21        | FY 02   | Waiting              | Contra Costa  | City of Oakley         | STPL-5477(001)     | CC-010012                                      | O'Hara Avenue Overlay                                |                              | \$217,000 STP     | ANT         | \$217,000       | \$217,000         |                |
| 10   | W             | TEA-21        | FY 02   | Waiting              | Contra Costa  | City of Oakley         | STPL-5477(001)     | CC-010053                                      | East Cypress Road Overlay                            |                              | \$238,000 STP     | ANT         | \$213,735       | \$213,735         |                |
| 3) Projects on Hold - Pending Actions Needed Prior to Obligation |               |               |         |                      |               |                        |                    |  |  |                              |                   |             |                 |                   |                |
| 1  | W             | TEA-21        | FY 03   | Pending 2P Amendment | Napa          | Napa County            | CHL-8921(023)      | NAP991022                                      | Cutting Wharf Road Bicycle Lane (CMAQ Portion)       | 03/10/02                     | \$240,000 CMAQ    | NAP         | \$200,000       | \$200,000         |                |
| 2  | W             | TEA-21        | FY 03   | Pending 2P Amendment | Napa          | Napa County            | CHL-8921(023)      | NAP991022                                      | Cutting Wharf Road Bicycle Lane (STP Portion)        | 03/10/02                     | \$122,000 STP     | NAP         | \$122,000       | \$122,000         |                |
| 3  | FY 03         | TEA-21        | FY 03   | Pending              | Napa          | Napa County            | STPLER-5921(027)   | NAP991026                                      | Yountville Crossroad Class 2 Bike Path               | 06/05/02                     | \$150,000 TEA     | NAP         | \$134,940       | \$134,940         |                |
| 4  | FY 03         | TEA-21        | FY 03   | Pending              | Marin         | City of Fairfax        | 8277               | MRN010011                                      | Sr. Francis Drive Path                               |                              | \$148,000 TEA     | SFO         | \$146,000       | \$146,000         |                |
| 5  | FY 03         | TEA-21        | FY 03   | Pending              | Marin         | Marin County           | 9377               | MRN991049                                      | Inwells Bridge Adj. to St. Francis Dr.               |                              | \$375,000 TEA     | SFO         | \$375,000       | \$375,000         |                |
| 6  | FY 03         | TEA-21        | FY 03   | Pending              | San Francisco | City of San Jose       | STPLER-5095(085)   | SCL991068                                      | Los Gallos Creek - (CMAQ) Phase 2                    |                              | \$84,000 TEA      | SFO         | \$84,000        | \$84,000          |                |
| 7  | FY 03         | TEA-21        | FY 03   | Pending              | San Francisco | City of Berkeley       | STPLER-5095(085)   | ALAN990050                                     | Berkley Rd. at Park Plaza                            |                              | \$160,000 CMAQ    | VAL         | \$129,015       | \$129,015         |                |
| 8  | FY 04         | TEA-3 Cycle 1 | FY 04   | DBE                  | AC            | Region-Wide            | CML-5003(014)      | SOL991067                                      | Park Lane Bike Lane                                  | 07/11/02                     | \$30,985          |             | \$1,370,000     | \$1,370,000       |                |
| 9  | FY 04         | TEA-3 Cycle 1 | FY 04   | DBE                  | AC            | Region-Wide            | CML-5003(014)      | SOL991067                                      | Park Lane Bike Lane                                  | 07/11/02                     | \$30,985          |             | \$1,370,000     | \$1,370,000       |                |
| 10   | FY 05         | TEA-3 Cycle 1 | FY 05   | No Obj. until 06/03  | TEA           | Contra Costa           | STPLER-5137(028)   | CC-010019                                      | Richmond Greenway and Bikeway                        | 09/19/03                     | \$4,515,000 CMAQ  | Region      | \$4,515,000     | \$4,515,000       |                |
| 11   | FY 04         | TEA-21        | FY 03   | No Obj. until 06/03  | TLC           | Contra Costa           | STPLER-5137(028)   | CC-010019                                      | Richmond Greenway and Bikeway                        | 09/19/03                     | \$1,204,223 TEA   | SFO         | \$1,204,223     | \$1,204,223       |                |
| 11   | FY 04         | TEA-21        | FY 03   | No Obj. until 06/03  | TLC           | Contra Costa           | STPLER-5137(028)   | CC-010019                                      | Richmond Greenway and Bikeway                        | 09/19/03                     | \$420,000 CMAQ    | SFO         | \$420,000       | \$420,000         |                |
| 11   | FY 04         | TEA-21        | FY 03   | No Obj. until 06/03  | TLC           | Contra Costa           | STPLER-5137(028)   | CC-010019                                      | Richmond Greenway and Bikeway                        | 09/19/03                     | \$275,777 STP     | SFO         | \$275,777       | \$275,777         |                |
| 4) Pending FY 2004-RS Projects                                   |               |               |         |                      |               |                        |                    |  |  |                              |                   |             |                 |                   |                |
| 1  | AC            | TEA-3 Cycle 1 | FY 05   | Annual Program       | Region-Wide   | BAAQMD                 | CML-5237(003)      | MTC980015                                      | Space the Air - FY 04-05                             | 06/19/03                     | \$1,000,000 CMAQ  | Region      | \$1,000,000     | \$1,000,000       |                |
| 2  | AC            | TEA-3 Cycle 1 | FY 05   | Annual Program       | AC            | Region-Wide            | CML-5237(003)      | MTC980015                                      | Space the Air - FY 04-05                             | 06/19/03                     | \$3,800,000 CMAQ  | Region      | \$3,800,000     | \$3,800,000       |                |
| 3  | AC            | TEA-3 Cycle 1 | FY 05   | Annual Program       | MTC           | Region-Wide            | CML-5237(003)      | MTC980015                                      | Space the Air - FY 04-05                             | 06/19/03                     | \$4,000,000 STP   | Region      | \$4,000,000     | \$4,000,000       |                |
| 4  | AC            | TEA-3 Cycle 1 | FY 05   | Annual Program       | MTC           | Region-Wide            | CML-5237(003)      | MTC980015                                      | Space the Air - FY 04-05                             | 06/19/03                     | \$15,285,000 CMAQ | Region      | \$15,285,000    | \$15,285,000      |                |
| 5  | AC            | TEA-3 Cycle 1 | FY 05   | Annual Program       | MTC           | Region-Wide            | CML-5237(003)      | MTC980015                                      | Space the Air - FY 04-05                             | 06/19/03                     | \$800,000 STP     | Region      | \$800,000       | \$800,000         |                |
| 6  | AC            | TEA-3 Cycle 1 | FY 05   | Annual Program       | MTC           | Region-Wide            | CML-5237(003)      | MTC980015                                      | Space the Air - FY 04-05                             | 06/19/03                     | \$600,000 CMAQ    | Region      | \$600,000       | \$600,000         |                |
| 7  | AC            | TEA-3 Cycle 1 | FY 05   | Annual Program       | MTC           | Region-Wide            | CML-5237(003)      | MTC980015                                      | Space the Air - FY 04-05                             | 06/19/03                     | \$8,300,000 STP   | Region      | \$8,300,000     | \$8,300,000       |                |
| 8  | AC            | TEA-3 Cycle 1 | FY 05   | Annual Program       | MTC           | Region-Wide            | CML-5237(003)      | MTC980015                                      | Space the Air - FY 04-05                             | 06/19/03                     | \$2,800,000 CMAQ  | Region      | \$2,800,000     | \$2,800,000       |                |
| 5) Scheduled for Delivery in FY 2003-04                          |               |               |         |                      |               |                        |                    |  |  |                              |                   |             |                 |                   |                |
| 1  | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (TE)   |                              | \$460,000 TEA     | SFO         | \$460,000       | \$460,000         |                |
| 2  | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (TE)   |                              | \$440,000 CMAQ    | SFO         | \$440,000       | \$440,000         |                |
| 3  | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (CMAQ) |                              | \$779,352 CMAQ    | SFO         | \$779,352       | \$779,352         |                |
| 4  | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (CMAQ) |                              | \$854,811 CMAQ    | SFO         | \$854,811       | \$854,811         |                |
| 5  | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (CMAQ) |                              | \$920,000 CMAQ    | SFO         | \$920,000       | \$920,000         |                |
| 6  | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (CMAQ) |                              | \$1,298,000 CMAQ  | SFO         | \$1,298,000     | \$1,298,000       |                |
| 7  | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (CMAQ) |                              | \$266,000 CMAQ    | SFO         | \$266,000       | \$266,000         |                |
| 8  | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (CMAQ) |                              | \$464,000 STP     | SFO         | \$464,000       | \$464,000         |                |
| 9  | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (CMAQ) |                              | \$1,000,000 CMAQ  | SFO         | \$1,000,000     | \$1,000,000       |                |
| 10   | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (CMAQ) |                              | \$885,000 CMAQ    | SFO         | \$885,000       | \$885,000         |                |
| 11   | FY 04         | TEA-21        | FY 04   | TLC                  | Alameda       | City of Oakland        | CML-5012(088)      | ALA030007                                      | Coliseum Transit Hub Streetscape Improvements (CMAQ) |                              | \$310,162 CMAQ    | FID         | \$310,162       | \$310,162         |                |
| 12   | FY 04         | TEA-21        | FY 04   | HIP                  | Alameda       | City of Oakland        | ALA010028          | HIP - Dublin Village Pkwy Streetscape/Fid Imp. |  | \$1,306,000 STP              | CON               | \$1,306,000 | \$1,306,000     |                   |                |
| 13   | FY 04         | TEA-21        | FY 04   | HIP                  | Alameda       | City of Berkeley       | ALA010027          | HIP - Batesley Santa Fe RR Bldg/Ped Path (ENV) |  | \$177,000 STP                | SFO               | \$177,000   | \$177,000       |                   |                |

METROPOLITAN TRANSPORTATION COMMISSION  
 FY 2003-04 Obligation Priority Plan  
 Projects With Federal STP/CMAQ/TEA Funds  
 January 16, 2004

| Category | Authorization | Program Year  | Program | Status  | County       | Agency                 | Federal Project ID | TIP ID   | Project Title  | Last Transaction | Programmed  | Fund | UZA | To be Obligated | Obligation Amount | Obligation Date | FY 04       |
|----------|---------------|---------------|---------|---------|--------------|------------------------|--------------------|----------|--|------------------|-------------|------|-----|-----------------|-------------------|-----------------|-------------|
| 14       | FY 04         | TEA-21        | HIP     |         | Alameda      | City of Berkeley       |                    |          | HIP - Berkeley Santa Fe Rd Bikes/Ped Path (CON)          |                  | \$623,000   | STP  | SFO | \$623,000       |                   |                 | \$623,000   |
| 15       | FY 04         | TEA-21        | HIP     |         | Alameda      | City of Oakland        |                    |          | HIP - Oakland Fruitvale Streetscape & Multi-Modal Imp    |                  | \$113,000   | STP  | SFO | \$113,000       |                   |                 | \$113,000   |
| 16       | FY 04         | TEA-21        | HIP     |         | Alameda      | City of Oakland        |                    |          | HIP - Oakland East Lake Streetscape Ped Imp              |                  | \$191,000   | STP  | SFO | \$191,000       |                   |                 | \$191,000   |
| 17       | FY 04         | TEA-21        | HIP     |         | Alameda      | City of Oakland        |                    |          | HIP - Oakland Accorn-Prescott Imp. Ph. 1 & 2             |                  | \$415,000   | STP  | SFO | \$415,000       |                   |                 | \$415,000   |
| 18       | FY 04         | TEA-21        | HIP     |         | Alameda      | City of Union City     |                    |          | HIP - Union City Senior Village Ped. Imps. - (ENV)       |                  | \$28,400    | STP  | SFO | \$28,400        |                   |                 | \$28,400    |
| 19       | FY 04         | TEA-21        | HIP     |         | Alameda      | City of Union City     |                    |          | HIP - Union City Senior Village Ped. Imps. - (CON)       |                  | \$285,600   | STP  | SFO | \$285,600       |                   |                 | \$285,600   |
| 20       | FY 04         | TEA-21        | HIP     |         | Contra Costa | City of Richmond       |                    |          | HIP - Richmond Transit Village Transit/Ped Imps. - (CON) |                  | \$720,600   | STP  | SFO | \$720,600       |                   |                 | \$720,600   |
| 21       | FY 04         | TEA-21        | HIP     |         | Contra Costa | City of Richmond       |                    |          | HIP - Richmond Transit Village Transit/Ped Imps. (ENV)   |                  | \$294,000   | STP  | SFO | \$294,000       |                   |                 | \$294,000   |
| 22       | FY 04         | TEA-21        | HIP     |         | San Mateo    | City of Daily City     |                    |          | HIP - Daily City Mission Street Ped Imps                 |                  | \$89,500    | STP  | SFO | \$89,500        |                   |                 | \$89,500    |
| 23       | FY 04         | TEA-21        | HIP     |         | San Mateo    | City of East Palo Alto |                    |          | HIP - East Palo Alto Nugent St & Bay Rd Ped Imps         |                  | \$636,500   | STP  | SFO | \$636,500       |                   |                 | \$636,500   |
| 24       | FY 04         | TEA-21        | HIP     |         | San Mateo    | City of San Bruno      |                    |          | HIP - San Bruno El Camino Real Ped Imps                  |                  | \$549,705   | STP  | SFO | \$549,705       |                   |                 | \$549,705   |
| 25       | FY 04         | TEA-21        | HIP     |         | San Mateo    | City of San Bruno      | STPL-0102(23)      |          | HIP - San Bruno El Camino Real Ped Imps (CON)            |                  | \$286,000   | STP  | SFO | \$286,000       |                   |                 | \$286,000   |
| 26       | FY 04         | TEA-21        | HIP     |         | San Mateo    | City of San Bruno      |                    |          | HIP - San Bruno El Camino Real Ped Imps                  |                  | \$286,000   | STP  | SFO | \$286,000       |                   |                 | \$286,000   |
| 27       | FY 04         | TEA-21        | HIP     | Reserve | Region-Wide  | Various                |                    | TBD      | HIP - MTC Program Reserve                                |                  | \$1,638,376 | STP  | PEI | \$1,638,376     |                   |                 | \$1,638,376 |
| 28       | FY 04         | TEA-3 Cycle 1 | FTA     |         | Alameda      | LAVTA                  |                    | ALAQ0017 | Express Bus - Route 70 and Subscription Routes           |                  | \$74,000    | CMAQ | LIV | \$74,000        |                   |                 | \$74,000    |
| 29       | FY 04         | TEA-3 Cycle 1 | FTA     |         | Alameda      | LAVTA                  |                    | ALAQ0020 | Express Bus - L80 Richmond Transbay Route                |                  | \$104,000   | CMAQ | SFO | \$104,000       |                   |                 | \$104,000   |
| 30       | FY 04         | TEA-3 Cycle 1 | FTA     |         | Contra Costa | CCCTA                  |                    | CC-03021 | Express Bus - L80 Martinez to Walnut Creek Route         |                  | \$175,000   | CMAQ | CON | \$175,000       |                   |                 | \$175,000   |
| 31       | FY 04         | TEA-3 Cycle 1 | FTA     |         | Contra Costa | Tri Delta              |                    | CC-03022 | Express Bus - Route 300                                  |                  | \$511,000   | CMAQ | ANT | \$511,000       |                   |                 | \$511,000   |
| 32       | FY 04         | TEA-3 Cycle 1 | FTA     |         | Contra Costa | WestCast               |                    | CC-03023 | Express Bus - Hwy 4 del Norte BART to Martinez           |                  | \$246,000   | CMAQ | SFO | \$246,000       |                   |                 | \$246,000   |
| 33       | FY 04         | TEA-3 Cycle 1 | FTA     |         | San Mateo    | SanThina               |                    | SM-03019 | Express Bus - El Camino Real Corridor                    |                  | \$166,000   | CMAQ | SFO | \$166,000       |                   |                 | \$166,000   |
| 34       | FY 04         | TEA-3 Cycle 1 | FTA     |         | Solano       | Fairfield/Suisun       |                    | SOL03016 | Express Bus - Vacaville to Walnut Creek BART             |                  | \$116,000   | CMAQ | FLO | \$116,000       |                   |                 | \$116,000   |
|          |               |               |         |         |              | Valljo                 |                    | SOL03017 | Express Bus - Bay Link Express and BART Link Rte 70      |                  | \$242,000   | CMAQ | VAL | \$242,000       |                   |                 | \$242,000   |
|          |               |               |         |         |              |                        |                    |          |  |                  |             |      |     |                 |                   | \$17,265,405    |             |



METROPOLITAN TRANSPORTATION COMMISSION  
 FY 2003-04 Obligation Priority Plan  
 Projects With Federal STP/CMAQ/TEA Funds  
 January 15, 2004

| Category | Authorization | Program Year  | Status              | County        | Agency               | Federal Project ID | TIP ID     | Project Title   | Last Transaction         | Programmed  | Fund | UZA    | Units Obligated | Obligation Amount | Obligation Date | As of 1/15/03 |
|----------|---------------|---------------|---------------------|---------------|----------------------|--------------------|------------|---|--------------------------|-------------|------|--------|-----------------|-------------------|-----------------|---------------|
| 1        | Oblig         | TEA-21        | Obligated           | Region-Wide   | BAAQMD               | CML-6297(001)      | MTC900015  | Spurs the Air Program FY 00-01, FY 01-02, FY 02-03      |                          | \$3,000,000 | CMAQ | Region | \$3,000,000     | \$3,000,000       | 02/28/03        |               |
| 2        | Oblig         | TEA-21        | TEA                 | San Mateo     | San Mateo County     | STPLER-5036(028)   | SLM-991108 | Mirada Rd. Ped/Bike Bridge                              |                          | \$147,750   | TEA  | SFO    | \$147,750       | \$148,000         | 02/28/03        | \$250         |
| 3        | Oblig         | TEA-21        | TEA                 | San Mateo     | City of Santa Clara  | FTACML-5030(013)   | SCL010017  | Riverwood Grove Pedestrian Way                          |                          | \$230,000   | TEA  | SJO    | \$230,000       | \$230,000         | 02/04/03        |               |
| 4        | Oblig         | TEA-21        | TEA                 | Sonoma        | City of Santa Rosa   | FTACML-5028(024)   | SON990040  | Santa Rosa Creek Multi-Use Path                         |                          | \$201,000   | TEA  | SRA    | \$201,000       | \$201,000         | 02/28/03        |               |
| 5        | Oblig         | TEA-21        | Not Awarded         | AC            | City of Vallejo      | STPL-5030(030)     | SOL991090  | Oldwood St. Overlay, Truncated to Solina Road (PS&E)    | Obligated PS&E - 3/28/02 | \$95,000    | STP  | VAL    | \$95,000        | \$95,000          | 02/28/03        | \$87,000      |
| 6        | Oblig         | TEA-21        | Not Awarded         | AC            | City of Vallejo      | STPL-5030(030)     | SOL991090  | Santa Clara St. Overlay, Carcena St. to Main St. (PS&E) | Obligated PS&E - 3/28/02 | \$118,000   | STP  | VAL    | \$118,000       | \$118,000         | 02/28/03        | \$106,000     |
| 7        | Oblig         | TEA-21        | Not Awarded         | AC            | City of Vallejo      | STPL-5030(030)     | SOL991048  | Rollingwood Dr. Overlay (PS&E)                          | Obligated PS&E - 3/28/02 | \$198,000   | STP  | VAL    | \$198,000       | \$198,000         | 02/28/03        | \$176,000     |
| 8        | Oblig         | TEA-21        | Not Awarded         | AC            | City of Vallejo      | STPL-5030(030)     | SOL991047  | Broadway Overlay, Highway 37 to Mill Drive (PS&E)       | Obligated PS&E - 3/28/02 | \$398,000   | STP  | VAL    | \$398,000       | \$398,000         | 02/28/03        | \$328,000     |
| 9        | Oblig         | TEA-21        | Not Awarded         | AC            | City of Vallejo      | STPL-5030(030)     | SOL991049  | Solano Av. Overlay, Geacigle to Margate (PS&E)          | Obligated PS&E - 3/28/02 | \$339,000   | STP  | VAL    | \$339,000       | \$339,000         | 02/28/03        | \$300,000     |
| 10       | Oblig         | TEA-21        | Not Awarded         | AC            | City of Vallejo      | STPL-5030(030)     | SOL991049  | Tennessee Street Overlay, Monterey to Holiday (PS&E)    | Obligated PS&E - 3/28/02 | \$243,000   | STP  | VAL    | \$243,000       | \$243,000         | 02/28/03        | \$173,000     |
| 11       | Oblig         | TEA-21        | TEA                 | Solano        | City of Suisun City  | STPLER-5032(014)   | SOL010009  | Jepson Parkway Bikeway & Transit Connection Proj.       |                          | \$575,000   | TEA  | FID    | \$575,000       | \$575,000         | 09/07/03        |               |
| 12       | Oblig         | TEA-21        | TEA                 | Contra Costa  | City of Richmond     | STPLER-5032(028)   | CC-981143  | North Richmond Main Street Project                      |                          | \$294,412   | TEA  | SFO    | \$294,412       | \$294,412         | 06/17/03        | \$412         |
| 13       | Oblig         | TEA-21        | TEA                 | Sonoma        | City of Antioch      | STPLER-5038(012)   | CC-981111  | Mokelumne Trail Modification                            |                          | \$188,000   | TEA  | ANT    | \$188,000       | \$188,000         | 06/26/03        |               |
| 14       | Oblig         | TEA-21        | TEA                 | Region-Wide   | MTC                  | STPLER-5123(008)   | SON010015  | Street Smart Substation                                 |                          | \$500,000   | TEA  | SRA    | \$500,000       | \$415,000         | 07/01/03        |               |
| 15       | Oblig         | TEA-21        | Obligated           | Region-Wide   | MTC                  | STPL-6084(059)     | MTC990017  | Payment Management Technical Assistance (PTAP) FY 01-02 |                          | \$227,000   | TEA  | CON    | \$227,000       | \$227,000         | 07/10/03        |               |
| 16       | Oblig         | TEA-21        | TEA                 | Contra Costa  | City of Concord      | CML-5135(020)      | CC-980047  | Iron Horse Trail Gap Closure                            |                          | \$420,000   | CMAQ | CON    | \$420,000       | \$420,000         | 09/09/03        | \$9,176       |
| 17       | Oblig         | TEA-21        | STIP AB 872         | AC            | Contra Costa         | RSTPL-5404(013)    | CC-981089  | Relief Valley Rd Walkway - Reg. Trail Gap Closure       |                          | \$198,000   | CMAQ | SFO    | \$198,000       | \$170,327         | 09/09/03        |               |
| 18       | Oblig         | TEA-21        | STIP AB 872         | AC            | Marin                | CML-5098(004)      | MRN981027  | Bridgeway North-South Bikeway Phase 1                   |                          | \$464,000   | CMAQ | SFO    | \$464,000       | \$464,000         | 08/08/03        | \$2,000       |
| 19       | Oblig         | TEA-21        | STIP AB 872         | AC            | Santa Clara          | STPLER-5100(009)   | SCL981016  | Palo Alto Medical Found/Bike/Ped Xing                   |                          | \$502,000   | STP  | SFO    | \$502,000       | \$500,000         | 08/08/03        | \$2,000       |
| 20       | Oblig         | TEA-21        | T.L.C. - FY 04 - AC | Santa Clara   | City of Palo Alto    | STPLER-5100(009)   | SCL981016  | Palo Alto Medical Found/Bike/Ped Xing                   |                          | \$4,200,487 | CMAQ | SFO    | \$4,200,487     | \$1,751,880       | 09/08/03        |               |
| 21       | Oblig         | TEA-21        | STIP AB 872         | AC            | Santa Clara          | STPLER-5100(009)   | SCL981016  | Palo Alto Medical Found/Bike/Ped Xing                   |                          | \$4,200,487 | CMAQ | SFO    | \$4,200,487     | \$4,200,487       | 09/08/03        | \$2,000       |
| 22       | Oblig         | TEA-3 Cycle 1 | On-Going            | Region-Wide   | MTC                  | CML-6084(077)      | MTC990003  | Regional Ridershare - FY 03-04 (Partial)                |                          | \$4,200,487 | CMAQ | Region | \$4,200,487     | \$1,347,000       | 09/03/03        |               |
| 23       | Oblig         | TEA-3 Cycle 1 | On-Going            | Alameda       | MTC/Alameda Co CMA   | STPL-5084(083)     | ALA979001  | CMA Planning Funds - Alameda CMA - FY 03-04             |                          | \$390,000   | STP  | SFO    | \$390,000       | \$390,000         | 09/03/03        |               |
| 24       | Oblig         | TEA-3 Cycle 1 | On-Going            | Contra Costa  | MTC/Contra Costa TA  | STPL-5084(083)     | CC-979842  | CMA Planning Funds - Contra Costa TA - FY 03-04         |                          | \$390,000   | STP  | SFO    | \$390,000       | \$390,000         | 09/03/03        |               |
| 25       | Oblig         | TEA-3 Cycle 1 | On-Going            | Marin         | MTC/Marin CMA        | STPL-5084(083)     | MRN970004  | CMA Planning Funds - Marin CMA - FY 03-04               |                          | \$390,000   | STP  | SFO    | \$390,000       | \$390,000         | 09/03/03        |               |
| 26       | Oblig         | TEA-3 Cycle 1 | On-Going            | Napa          | MTC/Napa TPA         | STPL-5084(083)     | NAK970004  | CMA Planning Funds - Napa TPA - FY 03-04                |                          | \$390,000   | STP  | SFO    | \$390,000       | \$390,000         | 09/03/03        |               |
| 27       | Oblig         | TEA-3 Cycle 1 | On-Going            | San Francisco | MTC/San Francisco TA | STPL-5084(083)     | SF-970004  | CMA Planning Funds - San Francisco TA - FY 03-04        |                          | \$390,000   | STP  | SFO    | \$390,000       | \$390,000         | 09/03/03        |               |
| 28       | Oblig         | TEA-3 Cycle 1 | On-Going            | San Mateo     | MTC/San Mateo TA     | STPL-5084(083)     | SM-970003  | CMA Planning Funds - San Mateo TA - FY 03-04            |                          | \$690,000   | STP  | SFO    | \$690,000       | \$690,000         | 09/03/03        |               |
| 29       | Oblig         | TEA-3 Cycle 1 | On-Going            | Santa Clara   | MTC/Santa Clara VTA  | STPL-5084(083)     | SCL970008  | CMA Planning Funds - Santa Clara VTA - FY 03-04         |                          | \$671,000   | STP  | SJO    | \$671,000       | \$671,000         | 09/03/03        |               |
| 30       | Oblig         | TEA-3 Cycle 1 | On-Going            | Solano        | MTC/Solano TA        | STPL-5084(083)     | SOL970003  | CMA Planning Funds - Solano TA - FY 03-04               |                          | \$390,000   | STP  | FID    | \$390,000       | \$390,000         | 09/03/03        |               |
| 31       | Oblig         | TEA-3 Cycle 1 | On-Going            | Sonoma        | MTC/Sonoma Co TA     | STPL-5084(083)     | SON970081  | CMA Planning Funds - Sonoma Co TA - FY 03-04            |                          | \$390,000   | STP  | SRA    | \$390,000       | \$390,000         | 09/03/03        |               |
|          |               |               |                     |               |                      |                    |            |   |                          |             |      |        | \$19,895,564    | \$18,537,578      |                 |               |
|          |               |               |                     |               |                      |                    |            |   |                          |             |      |        | \$16,388,658    | \$14,157,986      |                 |               |

METROPOLITAN TRANSPORTATION COMMISSION  
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 Projects with Federal STP/CMAQ/TEA Funds  
 January 15, 2004

| Category | Authorization | Program Year  | Program | Status                | County       | Agency             | Federal-<br>Project ID | TIP ID    | Project Title   | Last<br>Transaction          | Programmed  | Fund | UZA    | To be<br>Obligated | Obligation<br>Date | as of<br>11/30/03 |
|----------|---------------|---------------|---------|-----------------------|--------------|--------------------|------------------------|-----------|---|------------------------------|-------------|------|--------|--------------------|--------------------|-------------------|
| 1        | TRANSFR       | TEA-21        | FY 03   | Pre-Award             | Alameda      | AC Transit         | CA-80-Y249             | ALA991058 | Link-Bay Fair BART/Highlands Central St. - FY 02-03         | FTA - 04/01/03 - \$451,000   | \$451,000   | CHAC | SFO    | \$451,000          | 12/22/03           |                   |
| 2        | TRANSFR       | TEA-3 Cycle 1 | FY 04   | Pre-Award             | Alameda      | AC Transit         | CA-80-Y249             | ALA010063 | Acquire 727 Bus Catalyst Devices - FY 03-04                 | FTA - 06/08/03 - \$3,419,000 | \$3,419,000 | CHAC | SFO    | \$3,419,000        | 12/22/03           |                   |
| 3        | Obliq         | TEA-21        | FY 03   | Awarded - \$2,261,000 | Alameda      | Alameda County     | STPL-5933(051)         | ALA991035 | Pavement Rehab Lump Sum - Various Locations                 |                              | \$1,761,868 | STP  | SFO    | \$1,761,868        | 10/29/03           |                   |
| 4        | Obliq         | TEA-21        | FY 03   | TEA                   | Alameda      | Alameda County     | STPLER-6073(014)       | ALA991074 | Niles Railroad Corridor Rehabilitation - CON                |                              | \$435,173   | STP  | N/A    | \$435,173          | 10/29/03           |                   |
| 5        | Obliq         | TEA-21        | FY 03   | Not Awarded           | Alameda      | Caltrans/EBPD      | STPLER-6073(015)       | ALA990909 | Bay Trail (Baumgardner Track Trail) (see)                   |                              | \$250,000   | STP  | SFO    | \$250,000          | 12/04/03           |                   |
| 6        | Obliq         | TEA-21        | FY 03   | TEA                   | Alameda      | Caltrans/EBPD      | STPLER-6073(016)       | ALA990909 | Bay Trail (Baumgardner Track Trail) (see)                   |                              | \$177,279   | STP  | SFO    | \$177,279          | 12/22/03           |                   |
| 7        | Obliq         | TEA-21        | FY 03   | Not Awarded           | Alameda      | Caltrans/EBPD      | STPLER-6014(015)       | ALA010286 | Bay Trail (Baumgardner Track Trail) (see)                   |                              | \$350,721   | STP  | SFO    | \$350,721          | 12/22/03           |                   |
| 8        | Obliq         | TEA-21        | FY 03   | Not Awarded           | Alameda      | City of Alameda    | STPLER-6014(016)       | ALA010286 | Western Renaissance Project                                 |                              | \$734,608   | STP  | SFO    | \$734,608          | 10/29/03           |                   |
| 9        | Obliq         | TEA-21        | FY 03   | Project Development   | Alameda      | City of Alameda    | CML-6014(023)          | ALA030006 | Paris St. Streetcar & Transit Hub - (PE Portion)            |                              | \$141,648   | CHAC | SFO    | \$141,648          | 10/29/03           | \$218             |
| 10       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Alameda      | City of Berkeley   | STPL-5927(029)         | ALA991027 | Spice Street Reconstruction - Arch St to Grizzly Park       |                              | \$1,651,000 | STP  | SFO    | \$1,651,000        | 12/22/03           |                   |
| 11       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Alameda      | City of Hayward    | STPL-5927(027)         | ALA991027 | Aerial Pavement Rehab - Phase III TEA-21                    |                              | \$1,800,000 | STP  | SFO    | \$1,800,000        | 10/29/03           | \$48,892          |
| 12       | Obliq         | TEA-21        | FY 03   | Under Construction    | Alameda      | City of Oakland    | CML-5012(051)          | ALA991080 | Fruitvale Streetscape & Mill/Moist/TEA                      |                              | \$1,242,000 | STP  | SFO    | \$1,242,000        | 10/29/03           | \$51,793          |
| 13       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Alameda      | City of Oakland    | STPL-5012(051)         | ALA010021 | City of Oakland Street Resurficing                          |                              | \$2,000,000 | STP  | SFO    | \$2,000,000        | 10/29/03           |                   |
| 14       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Alameda      | City of Oakland    | STPL-5012(052)         | ALA990556 | Chiyoda sidewalk repair project                             |                              | \$769,000   | STP  | SFO    | \$769,000          | 10/29/03           |                   |
| 15       | Obliq         | TEA-21        | FY 02   | 8902 Award \$84,776   | Alameda      | City of Oakland    | STPLER-5012(054)       | ALA991031 | Oakland Street Resurficing - MacArthur                      |                              | \$958,780   | STP  | SFO    | \$958,780          | 10/24/03           | \$720             |
| 16       | Obliq         | TEA-21        | FY 02   | 78399 Award \$114,426 | Alameda      | City of Oakland    | STPLER-5012(054)       | ALA991031 | Laurel - MacArthur Blvd Streetcar                           |                              | \$1,159,714 | STP  | SFO    | \$1,159,714        | 10/24/03           | \$720             |
| 17       | Obliq         | TEA-21        | FY 02   | TEA                   | Alameda      | City of Oakland    | CML-5041(023)          | ALA030007 | Collaboration Transit Hub Streetscape Improvements (PE)     |                              | \$100,000   | CHAC | SFO    | \$100,000          | 10/29/03           |                   |
| 18       | Obliq         | TEA-21        | FY 02   | TEA                   | Alameda      | City of Oakland    | CML-5041(023)          | ALA030007 | Collaboration Transit Hub Streetscape Improvements (PE)     |                              | \$145,189   | CHAC | SFO    | \$145,189          | 10/29/03           |                   |
| 19       | Obliq         | TEA-21        | FY 02   | Advanced              | Alameda      | Port of Oakland    | STPL-6027(029)         | ALA010068 | W. Emmons St. Streetscape & BART Connections - (PE Portion) |                              | \$375,000   | STP  | SFO    | \$375,000          | 10/29/03           |                   |
| 20       | Obliq         | TEA-21        | FY 02   | Advanced              | Alameda      | Port of Oakland    | STPL-6027(029)         | ALA010068 | W. Emmons St. Streetscape & BART Connections - (PE Portion) |                              | \$297,879   | STP  | SFO    | \$297,879          | 10/29/03           |                   |
| 21       | Obliq         | TEA-21        | FY 02   | Walling               | Contra Costa | City of El Cerrito | STPL-5127(010)         | CC-991048 | Portero Avenue Rehabilitation                               |                              | \$493,000   | STP  | ANT    | \$493,000          | 10/29/03           |                   |
| 22       | Obliq         | TEA-21        | FY 02   | Walling               | Contra Costa | City of El Cerrito | STPL-5127(010)         | CC-991048 | Portero Avenue Rehabilitation                               |                              | \$285,115   | STP  | ANT    | \$285,115          | 10/29/03           |                   |
| 23       | Obliq         | TEA-21        | FY 02   | Walling               | Contra Costa | City of El Cerrito | STPL-5127(010)         | CC-991048 | Portero Avenue Rehabilitation                               |                              | \$493,000   | STP  | ANT    | \$493,000          | 10/29/03           |                   |
| 24       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Contra Costa | City of El Cerrito | STPL-5127(010)         | CC-991048 | Portero Avenue Rehabilitation                               |                              | \$511,470   | STP  | SFO    | \$511,470          | 10/29/03           |                   |
| 25       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Contra Costa | City of El Cerrito | STPL-5127(010)         | CC-991048 | Portero Avenue Rehabilitation                               |                              | \$274,588   | STP  | SFO    | \$274,588          | 10/29/03           |                   |
| 26       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$1,431,000 | CHAC | SFO    | \$1,431,000        | 12/11/03           | \$412             |
| 27       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$99,000    | STP  | SFO    | \$99,000           | 10/29/03           |                   |
| 28       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$274,588   | STP  | SFO    | \$274,588          | 10/29/03           |                   |
| 29       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$1,159,714 | STP  | SFO    | \$1,159,714        | 10/29/03           |                   |
| 30       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$1,431,000 | CHAC | SFO    | \$1,431,000        | 12/11/03           | \$412             |
| 31       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$99,000    | STP  | SFO    | \$99,000           | 10/29/03           |                   |
| 32       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$274,588   | STP  | SFO    | \$274,588          | 10/29/03           |                   |
| 33       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$1,159,714 | STP  | SFO    | \$1,159,714        | 10/29/03           |                   |
| 34       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$1,431,000 | CHAC | SFO    | \$1,431,000        | 12/11/03           | \$412             |
| 35       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$99,000    | STP  | SFO    | \$99,000           | 10/29/03           |                   |
| 36       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$274,588   | STP  | SFO    | \$274,588          | 10/29/03           |                   |
| 37       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$1,159,714 | STP  | SFO    | \$1,159,714        | 10/29/03           |                   |
| 38       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$1,431,000 | CHAC | SFO    | \$1,431,000        | 12/11/03           | \$412             |
| 39       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$99,000    | STP  | SFO    | \$99,000           | 10/29/03           |                   |
| 40       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$274,588   | STP  | SFO    | \$274,588          | 10/29/03           |                   |
| 41       | Obliq         | TEA-21        | FY 03   | 7802 Award \$31,726   | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$158,212   | STP  | SFO    | \$158,212          | 11/26/03           |                   |
| 42       | Obliq         | TEA-21        | FY 03   | TEA                   | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$250,000   | STP  | SFO    | \$250,000          | 10/29/03           |                   |
| 43       | Obliq         | TEA-21        | FY 03   | TEA                   | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$286,000   | STP  | SFO    | \$286,000          | 10/29/03           |                   |
| 44       | Obliq         | TEA-21        | FY 03   | TEA                   | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$80,000    | STP  | SFO    | \$80,000           | 10/29/03           |                   |
| 45       | Obliq         | TEA-21        | FY 03   | TEA                   | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$353,033   | STP  | SFO    | \$353,033          | 10/29/03           |                   |
| 46       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$319,000   | CHAC | SFO    | \$319,000          | 12/22/03           |                   |
| 47       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$866,000   | STP  | SFO    | \$866,000          | 10/29/03           |                   |
| 48       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$468,000   | STP  | SFO    | \$468,000          | 10/29/03           |                   |
| 49       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$924,000   | STP  | SFO    | \$924,000          | 10/29/03           |                   |
| 50       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$296,500   | STP  | SFO    | \$296,500          | 10/29/03           |                   |
| 51       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$300,000   | STP  | SFO    | \$300,000          | 10/29/03           |                   |
| 52       | Obliq         | TEA-21        | FY 03   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$171,000   | STP  | N/A    | \$171,000          | 11/18/03           |                   |
| 53       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$282,000   | CHAC | NAP    | \$282,000          | 10/29/03           |                   |
| 54       | Obliq         | TEA-21        | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$67,377    | STP  | VAL    | \$67,377           | 10/29/03           |                   |
| 55       | Obliq         | TEA-3 Cycle 1 | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$124,000   | STP  | NAP    | \$124,000          | 11/20/03           |                   |
| 56       | Obliq         | TEA-3 Cycle 1 | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$182,000   | STP  | NAP    | \$182,000          | 11/20/03           |                   |
| 57       | Obliq         | TEA-3 Cycle 1 | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$182,000   | STP  | NAP    | \$182,000          | 11/20/03           |                   |
| 58       | Obliq         | TEA-3 Cycle 1 | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$501,000   | STP  | NAP    | \$501,000          | 11/20/03           |                   |
| 59       | Obliq         | TEA-3 Cycle 1 | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$314,000   | STP  | NAP    | \$314,000          | 11/20/03           |                   |
| 60       | Obliq         | TEA-3 Cycle 1 | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$532,000   | STP  | NAP    | \$532,000          | 11/20/03           |                   |
| 61       | Obliq         | TEA-3 Cycle 1 | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$314,000   | STP  | NAP    | \$314,000          | 11/20/03           |                   |
| 62       | Obliq         | TEA-3 Cycle 1 | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$532,000   | STP  | NAP    | \$532,000          | 11/20/03           |                   |
| 63       | Obliq         | TEA-3 Cycle 1 | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$503,000   | STP  | N/A    | \$503,000          | 10/29/03           |                   |
| 64       | Obliq         | TEA-3 Cycle 1 | FY 02   | Not Awarded           | Contra Costa | City of Richmond   | STPLER-5137(026)       | CC-010043 | North Richmond Main Street Project                          |                              | \$182,000   | STP  | N/A    | \$182,000          | 10/29/03           |                   |
| 65       | Obliq         | TEA-3 Cycle 1 | FY 04   | On-Going              | Region-Wide  | BAAQMD             | CML-6931(003)          | MTC990108 | Shoreline Trail Resurficing                                 |                              | \$1,000,000 | CHAC | Region | \$1,000,000        | 10/24/03           |                   |
| 66       | Obliq         | TEA-3 Cycle 1 | FY 04   | Under Contract        | Region-Wide  | MTC                | STPL-CML-6931(003)     | MTC990108 | Trains Exp Tech Ass Prog (TEAP) (STP                        |                              |             |      |        |                    |                    |                   |



METROPOLITAN TRANSPORTATION COMMISSION  
 FY 2003-04 Obligation Priority Plan  
 Projects with Federal STP/CMQ/TEA Funds  
 January 15, 2004

| Category   | Authorization | Program Year  | Program | Status    | County        | Agency                  | Federal Project ID | TP ID     | Project Title   | Last Transaction             | Programmed  | Fund | UZA    | In hr Obligated | Obligation Amount | Obligation Base | As of 1/15/04 |
|--|---------------|---------------|---------|-----------|---------------|-------------------------|--------------------|-----------|---|------------------------------|-------------|------|--------|-----------------|-------------------|-----------------|---------------|
| 1  | OB/II         | TEA-21        | FY 04   | HIP       | Contra Costa  | City of El Cerrito      | CML-5239(008)      | CC-010020 | HIP - El Cerrito Marilla / Fairmont Ave. Bike/Ped Imps      |                              | \$384,000   | SFPA | SFO    | \$384,000       | \$384,000         | 07/12/04        | \$37,82       |
| 2  | OB/II         | TEA-21        | FY 04   | TLC       | Contra Costa  | City of El Cerrito      | CML-5239(008)      | CC-010050 | TLC - Fairmont St, Pedestrian & Streetscape Improvements    |                              | \$500,000   | CMAC | SFO    | \$500,000       | \$500,000         | 07/12/04        |               |
| 3  | OB/II         | TEA-21        | FY 02   | Waiting   | Region-Wide   | MTC                     | STPL-0084(094)     | MTC030005 | TLC/HiP Planning Grants (FY 03-04)                          |                              | \$442,000   | SFPA | Region | \$442,000       | \$442,000         | 07/12/04        |               |
| 4  | OB/II         | TEA-21        | FY 02   | W         | Solano        | City of Vallejo         | CML-5030(031)      | SOL981059 | 140 EB Redwood st. on 4 of ramp next to Ken Calhoun Library |                              | \$70,000    | CMAC | VAL    | \$70,000        | \$70,000          | 07/12/04        |               |
| 5  | TRANSFER      | TEA-21        | FY 02   | Pre-Award | Contra Costa  | CCCTA                   | CA-90-2289         | CC-010005 | Contra Costa Route 114 Monument Center - FY 02-02           | FTA - 12/01/03 - \$110,000   | \$220,220   | CMAC | CON    | \$110,110       | \$110,000         | 07/14/04        | \$110         |
| 6  | TRANSFER      | TEA-21        | FY 03   | Pre-Award | Contra Costa  | CCCTA                   | CA-90-2289         | CC-010005 | Contra Costa Route 114 Monument Center - FY 02-02           | FTA - 12/01/03 - \$110,000   | \$110,110   | CMAC | CON    | \$110,110       | \$110,000         | 07/14/04        | \$110         |
| 7  | TRANSFER      | TEA-21        | FY 04   | FTA       | San Francisco | Caltrain                | CA-90-2248         | SF-010028 | Caltrain Electrification                                    | FTA - 07/16/03 - \$3,038,000 | \$3,038,000 | SFPA | SFO    | \$3,038,000     | \$3,038,000       | 07/14/04        | \$110         |
| 8  | TRANSFER      | TEA-3 Cycle 1 | FY 04   | FTA       | San Francisco | MUNI                    | CA-90-2248         | SF-010035 | Acquire 375 Bus Catalyst Devices - FY 03-04                 | FTA - 07/16/03 - \$3,038,000 | \$3,038,000 | SFPA | SFO    | \$3,038,000     | \$3,038,000       | 07/14/04        | \$110         |
| 9  | TRANSFER      | TEA-21        | FY 03   | FTA       | Solano        | City of Fairfield       | CA-90-2248         | SOL981078 | Fairfield Transit Center Phase II                           | FTA - 07/20/03 - \$95,000    | \$95,000    | SFPA | FLD    | \$95,000        | \$95,000          | 07/14/04        |               |
| 10   | OB/II         | TEA-21        | FY 02   | TEA       | San Francisco | Sr Dept of Public Works | STPLER-0334(111)   | SF-991032 | SF Broadway Streetscape Improvements (TE portion)           | Obliq - 09/05/02             | \$1,178,000 | SFPA | SFO    | \$256,000       | \$256,000         | 07/16/04        | \$110         |
| <b>10 Projects Obligated January 1, 2004 thru March 31, 2004</b><br>\$12,005,330      \$11,005,220      \$11,005,000 |               |               |         |           |               |                         |                    |           |   |                              |             |      |        |                 |                   |                 |               |



DATE: February 12, 2004  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: I-80/I-680/I-780 MIS/Corridor Study – Long-Term Projects

**Background:**

The Major Investment Study (MIS)/Corridor Study for the interstate highway system in Solano County was awarded to Korve Engineering on October 1, 2002. The Existing Conditions Report, Operational Analysis, Mid-Term Projects list and Draft Long-Term Projects list have been completed. In September 2003, the STA Board approved the priority of the Mid-Term Projects. The final summary document will incorporate the prioritized Mid-Term and Long-Term projects into a project phasing plan for the whole corridor. The summary document will also incorporate the findings/recommendations from the Transit Corridor Study and the Truck Scales Relocation Study into recommendations for the corridor.

**Discussion:**

By working closely with Caltrans District IV Operations staff, an Operational Strategy has been developed that provides a systematic analysis of each of the three freeway corridors, considering the constraining effects of bottlenecks on downstream freeway segments. The Operational Strategy was an iterative process that evaluated the following performance characteristics: (a) freeway bottleneck sections, (b) length of queue upstream of each bottleneck, (c) vehicle delay associated with each bottleneck, (d) where applicable, HOV time savings, (e) queuing on ramps and (f) freeway-to-freeway connectors.

Using the above criteria for the Operational Strategy, personnel from Caltrans, STA and Korve Engineering evaluated the corridor to identify “Mid-Term” projects (assumed to be completed in 5-20 years) that would provide congestion relief in the most congested areas of the corridor and would be integral to the “ultimate” project list for the entire corridor. The goal of developing a list of prioritized projects is to provide guidance on where to spend limited funds as they become available for corridor improvements. The prioritized Mid-Term Projects List was approved by the STA Board in September and received Caltrans District 4 concurrence shortly thereafter.

In addition to applying the Operational Strategy for “Long-Term” projects, the following performance measures were also used to prioritize these projects:

1. Traffic Operations
2. Safety

3. HOV Lane Performance
4. Preliminary Right-of-Way Requirements
5. Preliminary Environmental Constraints
6. Order of Magnitude Costs
7. Complements Transit Plan
8. User Benefit.

These performance measures provided a relative indication of mobility, traffic operations characteristics, impacts, benefits and costs of each project, and helped determine the basis for prioritizing the Long-Term Projects. The prioritized Long-Term projects are numbered sequentially after the Mid-Term projects and are anticipated to be completed after the Mid-Term projects.

In addition to the Mid-Term Projects and Long-Term Projects, local interchanges that are not integral to main line traffic improvements will be evaluated and proposed improvements will be identified. Local interchanges will be prioritized by jurisdiction based upon input from the individual jurisdictions; however, they will not be integrated into the project lists for the I-80/I-680/I-780 Corridor since they are typically funded with local revenues and do not provide added capacity (or congestion relief) to the corridor.

On January 28, 2003, the TAC recommended the following to the STA Board of Directors:

Approve the following:

1. The projects and recommended priority for Long-Term Projects as shown on Attachment A
2. Add the Benicia Intermodal Terminal/Park and Ride to the Mid-Term Projects as project 15B.

At the STA Board meeting on February 11, 2004, the Board voted to table action on the recommendations in order to give Board members more time to evaluate the projects and the potential benefits and impacts for their communities. STA staff will schedule presentations to the City Councils and the Board of Supervisors in Solano County to provide more information to the elected officials and the public for each agency.

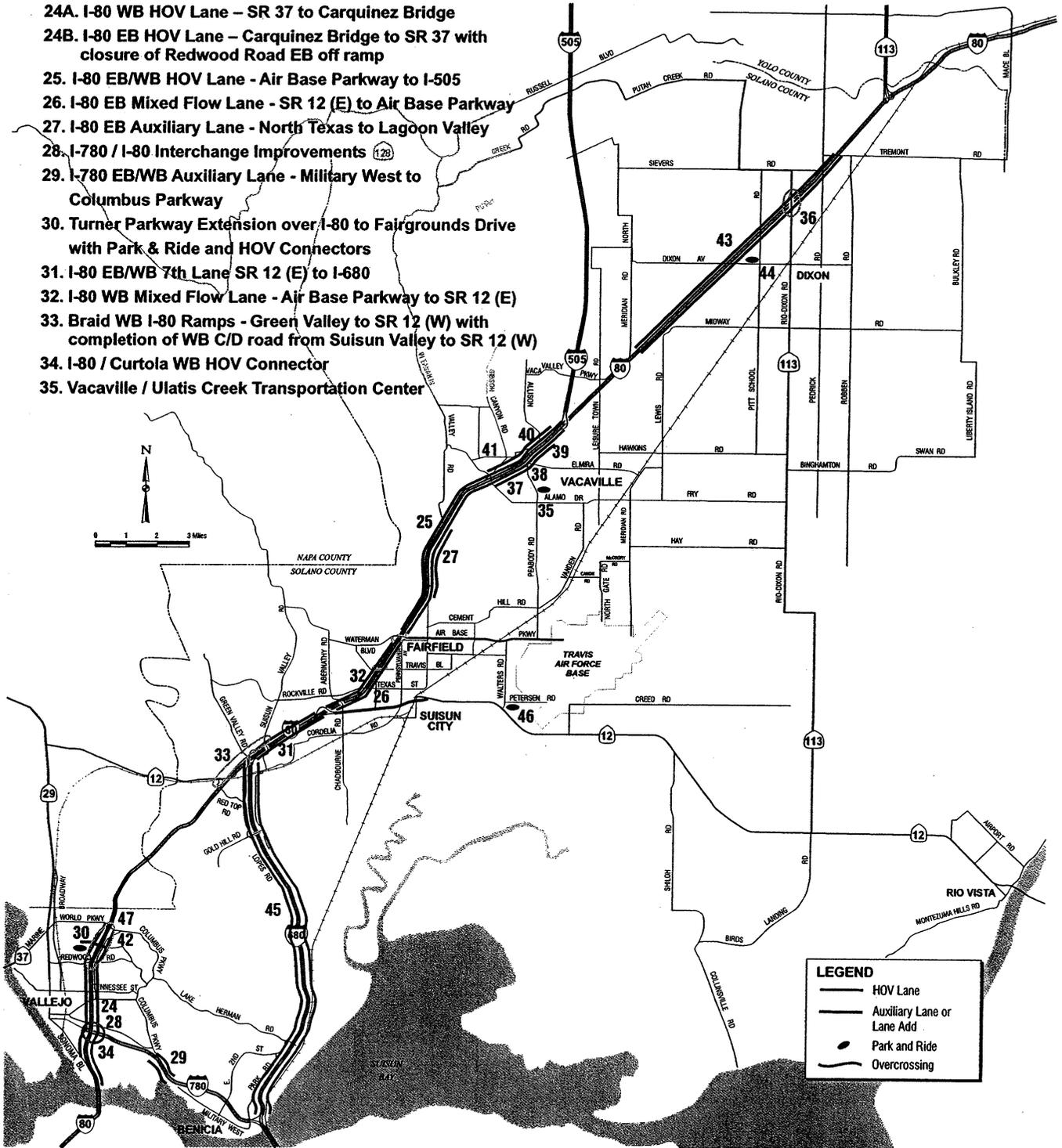
**Recommendation:**

Informational.

**Attachments**

- A. Draft Potential Long-Term Projects (Priority Order)
- B. Mid-Term Projects (Approved by STA Board on September 10, 2003)

- 24A. I-80 WB HOV Lane – SR 37 to Carquinez Bridge
- 24B. I-80 EB HOV Lane – Carquinez Bridge to SR 37 with closure of Redwood Road EB off ramp
- 25. I-80 EB/WB HOV Lane - Air Base Parkway to I-505
- 26. I-80 EB Mixed Flow Lane - SR 12 (E) to Air Base Parkway
- 27. I-80 EB Auxiliary Lane - North Texas to Lagoon Valley
- 28. I-780 / I-80 Interchange Improvements (128)
- 29. I-780 EB/WB Auxiliary Lane - Military West to Columbus Parkway
- 30. Turner Parkway Extension over I-80 to Fairgrounds Drive with Park & Ride and HOV Connectors
- 31. I-80 EB/WB 7th Lane SR 12 (E) to I-680
- 32. I-80 WB Mixed Flow Lane - Air Base Parkway to SR 12 (E)
- 33. Braid WB I-80 Ramps - Green Valley to SR 12 (W) with completion of WB C/D road from Suisun Valley to SR 12 (W)
- 34. I-80 / Curtola WB HOV Connector
- 35. Vacaville / Ulatis Creek Transportation Center



- 36. Interchange Improvement SR 113 South / I-80
- 37. I-80 EB Aux Lane – Alamo to Davis
- 38. I-80 EB Aux Lane – Davis to Peabody
- 39. I-80 EB Aux Lane – Peabody to Allison
- 40. I-80 WB Aux Lane – Monte Vista to Mason
- 41. I-80 WB Aux Lane – Mason to Alamo
- 42. Interchange Consolidation - Through Vallejo (SR 29 to Redwood)
- 43. I-80 Widening - Dixon to Vacaville
- 44. West A Street Park & Ride
- 45. I-680 NB/SB HOV Lane - Benicia Bridge to I-80
- 46. Walters Road Park & Ride
- 47. I-80 / SR 37 Interchange Improvement

I-80 / I-680 / I-780 MIS / CORRIDOR STUDY

**DRAFT LONG TERM PROJECTS  
IN ORDER OF PRIORITY**

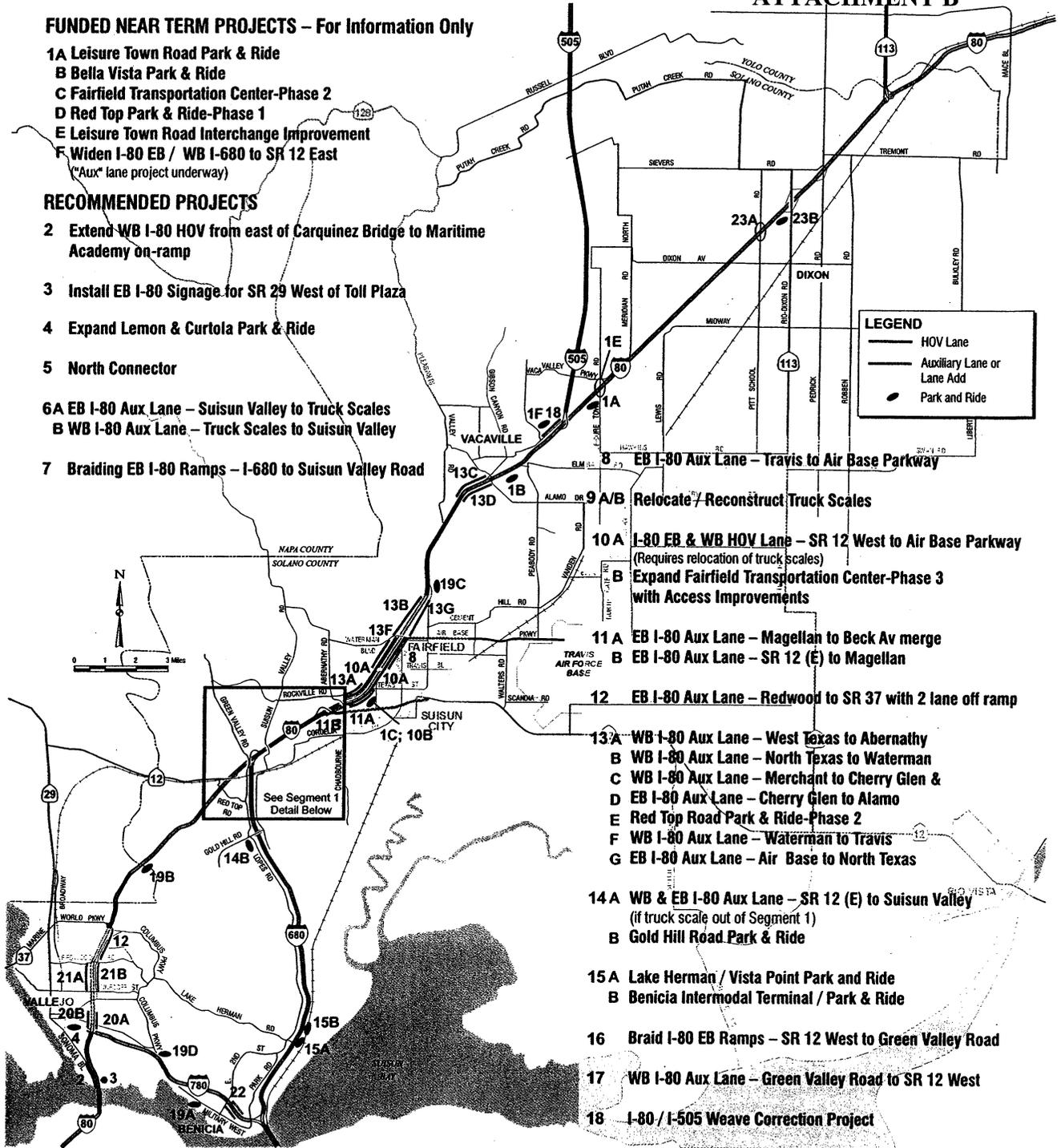
June 5, 2003 Rev 11-25-03  
 Rev 7-1-03 Rev 12-15-03  
 Rev 7-7-03 Rev 1-15-04  
 Rev 8-7-03 Rev 1-26-04  
 Rev 8-11-03 Rev 1-28-04

**FUNDED NEAR TERM PROJECTS – For Information Only**

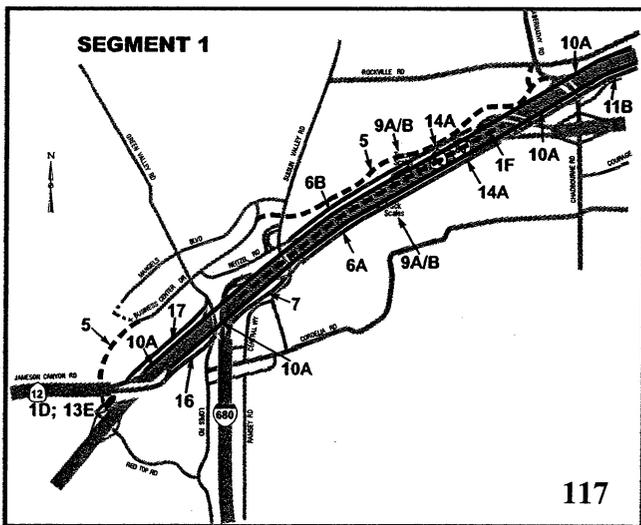
- 1A Leisure Town Park & Ride
- B Bella Vista Park & Ride
- C Fairfield Transportation Center-Phase 2
- D Red Top Park & Ride-Phase 1
- E Leisure Town Road Interchange Improvement
- F Widen I-80 EB / WB I-680 to SR 12 East  
("Aux" lane project underway)

**RECOMMENDED PROJECTS**

- 2 Extend WB I-80 HOV from east of Carquinez Bridge to Maritime Academy on-ramp
- 3 Install EB I-80 Signage for SR 29 West of Toll Plaza
- 4 Expand Lemon & Curtola Park & Ride
- 5 North Connector
- 6A EB I-80 Aux Lane – Suisun Valley to Truck Scales  
B WB I-80 Aux Lane – Truck Scales to Suisun Valley
- 7 Braiding EB I-80 Ramps – I-680 to Suisun Valley Road



See Segment 1 Detail Below



- 8 EB I-80 Aux Lane – Travis to Air Base Parkway
- 9 A/B Relocate / Reconstruct Truck Scales
- 10 A I-80 EB & WB HOV Lane – SR 12 West to Air Base Parkway  
(Requires relocation of truck scales)
- B Expand Fairfield Transportation Center-Phase 3 with Access Improvements
- 11 A EB I-80 Aux Lane – Magellan to Beck Av merge  
B EB I-80 Aux Lane – SR 12 (E) to Magellan
- 12 EB I-80 Aux Lane – Redwood to SR 37 with 2 lane off ramp
- 13 A WB I-80 Aux Lane – West Texas to Abernathy  
B WB I-80 Aux Lane – North Texas to Waterman  
C WB I-80 Aux Lane – Merchant to Cherry Glen &  
D EB I-80 Aux Lane – Cherry Glen to Alamo  
E Red Top Road Park & Ride-Phase 2  
F WB I-80 Aux Lane – Waterman to Travis  
G EB I-80 Aux Lane – Air Base to North Texas
- 14 A WB & EB I-80 Aux Lane – SR 12 (E) to Suisun Valley  
(if truck scale out of Segment 1)  
B Gold Hill Road Park & Ride
- 15 A Lake Herman / Vista Point Park and Ride  
B Benicia Intermodal Terminal / Park & Ride
- 16 Braid I-80 EB Ramps – SR 12 West to Green Valley Road
- 17 WB I-80 Aux Lane – Green Valley Road to SR 12 West
- 18 I-80 / I-505 Weave Correction Project
- 19 A Benicia West Military Park & Ride  
B Hiddenbrooke Parkway Park & Ride  
C North Texas Park & Ride  
D Columbus & Rose Park & Ride
- 20 A EB I-80 Aux Lane – I-780 to Georgia Street  
B WB I-80 Aux Lane – Georgia Street to I-780
- 21 A I-80 WB Aux Lane – Redwood to Tennessee  
B I-80 EB Aux Lane – Tennessee to Redwood
- 22 EB / WB I-780 Stripe Aux Lane – 2nd to 5th
- 23 A I-80 / Pitt School Road Interchange Improvement  
B North First Street Park & Ride

**I-80 / I-680 / I-780 MIS / CORRIDOR STUDY  
MID TERM PROJECTS  
IN ORDER OF PRIORITY**

June 5, 2003  
Rev 7-1-03  
Rev 7-7-03  
Rev 8-1-03  
Rev 8-11-03  
Rev 8-28-03  
Rev 9-3-03  
Rev 11-25-03



DATE: February 12, 2004  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: State Route 12 Major Investment Study – Operational Strategy

**Background:**

The Major Investment Study (MIS) for State Route 12 was completed in 2001. This study evaluated the SR 12 corridor and identified a number of projects to improve the safety, capacity and effectiveness of this major goods movement and traffic corridor. However, the MIS did not develop a priority for the projects nor a proposed implementation plan for the improvements.

**Discussion:**

The next step for the SR 12 MIS is to develop an Operational Strategy for the corridor that considers safety, operational improvements (including the constraining effects of bottlenecks on downstream highway segments), and development impacts along the corridor. The Operational Strategy will be developed in an iterative process by initially looking at safety and congestion in the corridor. The analysis will identify a recommended implementation plan for identified improvements and proposed funding strategies for projects. Staff proposes to initiate the study in FY 2004-05.

**Fiscal Impact:**

The Operational Strategy for the SR 12 MIS is estimated to cost approximately \$12,000. This phase of the MIS will be funded with funds from the 2002 STP/STIP swap.

**Recommendation:**

Informational.



DATE: February 12, 2004  
TO: STA TAC  
FROM: Mike Duncan, Director for Projects  
RE: Local Streets and Roads Update

**Background:**

The Bay Area Partnership established a task force in Fall 2002 to develop a methodology to identify the actual capital shortfall for both local streets and roads and transit for the Bay Area. As a result of the work of the Task Force, the MTC Pavement Management Program section established a committee of Public Works Directors and other Public Works personnel to help them identify the estimated pavement and non-pavement needs throughout the Bay Area for the next 25 years. Additionally, this committee (called the Local Streets and Roads Committee) assisted MTC in determining the potential revenues that may be available to meet the pavement and non-pavement needs.

A subcommittee of the TAC met several times last year to develop more accurate costs for both pavement and non-pavement preventive maintenance over the next 25 years for Solano County. Similar groups were meeting in each of the nine counties of the Bay Area to assist MTC with determining reasonably accurate estimates of pavement and non-pavement needs and the expected revenues over the next 25 years that may be reasonably available to meet these needs. MTC used the information gathered from the nine counties to identify the projected revenue shortfall for streets and roads over the next 25 years.

**Discussion:**

The information developed by MTC and the Local Streets and Roads Committee helped the Directors of the Congestion Management Agencies (CMAs) to develop a proposed investment strategy for the 2005 Regional Transportation Plan (called Transportation 2030 or T-2030) with a strong emphasis on Local Streets and Roads funding. The \$990.5M proposed by the CMAs for local streets and roads was almost seven times the amount programmed in the 2001 Regional Transportation Plan. Additionally, the CMA proposed investment strategy also protected the ability of counties to locally program the Counties' Regional Transportation Improvement Program (RTIP) funds and a portion of Federal Cycle funds. On December 19, 2003, the Metropolitan Transportation Commission adopted a regional program investment scenario for T-2030 that mirrored the option developed by the CMA Directors with the exception of higher funding levels for the Regional Bicycle Program and the Lifeline Transit Program (see attachment A). Additionally, the Commission directed that options be evaluated for allocating the Local Streets and Roads funding at both the County level and jurisdictional level.

On February 6, 2004 the Local Streets and Roads Committee met to discuss in general how the \$990.5M should be allocated over the 25-years of T-2030, and more specifically over the next cycle of Federal funding. The goal of the discussion was to develop a recommendation to present to the Partnership Board for their consideration that would guide the allocation of the regional funding for local streets and roads. After much discussion on how these funds may potentially be allocated (see attachment C), the Local Streets and Roads Committee developed the following recommendations:

1. Recognizing we are in a serious financial situation throughout the Bay Area and the State, for this cycle of federal funds streets and roads dollars will be spent only on Metropolitan Transportation System (MTS) roadways as identified in the MTC resolution (distribution based on MTS shortfall).
2. The Committee will continue to evaluate how streets and roads funds may be used more flexibly in the future for arterials and collectors.
3. The Committee will make a strong effort over the next year to work with MTC to evaluate the MTS, how streets are included on the MTS, and how the system may be modified to include additional streets that are of "regional significance."
4. The Committee will continue to refine how the needs and shortfall are identified for both MTS and non-MTS streets and roads.

The overriding reason for the recommendation from the Committee to confine the Local Streets and Roads funding to the MTS for the next Federal cycle was the comparison of the MTS to the "Score 16" criteria used to justify the need for regional Transit funding. As stated in the adopted MTC Investment Scenario, the Local Streets and Roads funding rationale was a "Regional investment priority given to maintaining defined regionally significant routes – MTS pavement and non-pavement."

Currently, Charlie Beck and I represent Solano County on the Local Streets and Roads Committee. Public Works Directors and County Engineers are encouraged to join the committee.

**Recommendation:**  
Informational.

Attachments

- A. Transportation 2030 Plan – Regional Priorities Investment Recommendation
- B. Comparison of Various Formulas to Distribute STP Funds to Local Streets and Roads
- C. Flexibility Options for Using Regional Funds Off of the MTS

Transportation 2030 Plan - Regional Priorities Investment Recommendation  
(2004\$ in millions)

|                                       |                  | Transportation<br>2030 Plan:<br>Staff Proposal |                  | Rationale  | Remaining<br>Big Tent Need  |
|---------------------------------------|------------------|--|------------------|--|-----------------------------|
| Uncommitted Revenues                  | 2001 RTP         | \$   | \$               |  |                             |
| Rehabilitation                        | \$1,324.9        | \$   | 8,792.6          |  | \$17,900 to \$18,900        |
| Transit Shortfalls                    | \$1,181.9        | \$   | \$1,335.7        | Regional investment priority given to vehicles and fixed guideway replacement/rehabilitation (Score 16+); represents about 25% of total estimated transit capital shortfall  | \$5,400                     |
| Local Road Shortfalls                 | \$143.0          | \$   | \$990.5          | Regional investment priority given to maintaining defined regionally significant routes - MTS, pavement and non-pavement; represents about 15% of total estimated local road shortfall   | \$6,500                     |
| State Highway Shortfall               |                  | \$   | \$0.0            | Assumes state responsibility to fund shortfall need  | \$6,000 to \$7,000          |
| <b>Regional Programs</b>              | <b>\$565.2</b>   | \$   | <b>\$1,072.3</b> |  | <b>\$2,300 to \$3,200</b>   |
| Regional Operations Program           | \$548.4          | \$   | \$400.8          | Sustains TransLink®, 511, incident management and freeway operations programs at current levels; reduced levels for regional ridesharing; arterial signal timing and technical assistance programs eliminated after 3 years; includes \$314.5 (STP/CMAQ), plus \$86.3 (STA-population) for operating costs (mostly TransLink®) | \$500                       |
| Clean Air Program                     | \$16.8           | \$   | \$255.5          | Supports "Spare the Air" at current level; assumes Air District support for other programs with available TFECA regional (60%) funds: \$16.0 CMAQ, \$239.5 Air District Regional Funds (not accounted for in 2001 RTP)   | \$100 to \$200              |
| Lifeline Transportation               |                  | \$   | \$216.0          | Maximum available STA Prop. 42 (population) for operating; assumes historical JARC funding: \$176.0 STA-population; \$40.0 JARC  | \$1,300 to \$1,900          |
| Regional Bicycle/Pedestrian Program   |                  | \$   | \$200.0          | Funds about 30% of Regional Bike Plan shortfall  | \$400 to \$600              |
| TLC/HIP                               | \$362.2          | \$   | \$454.0          | Current tripled program; specific plans funded through existing TLC/HIP and CMA Planning/T-Plus programs; also assumes Air District support (\$25 million)   | n/a                         |
| CMA Planning                          | \$55.5           | \$   | \$95.0           | Current CMA planning and T-Plus support for 10 years   | n/a                         |
| <b>Subtotal Regional Priorities</b>   | <b>\$2,307.9</b> | \$   | <b>\$3,947.5</b> |  |                             |
| <b>Residual for Phase 2 decisions</b> | <b>\$5,051.9</b> | \$   | <b>\$4,845.1</b> |  | <b>\$13,000 to \$17,300</b> |
| For County Distribution               | \$3,718.8        | \$   | \$3,531.7        |  | TBD                         |
| ITIP                                  | \$1,333.1        | \$   | \$1,313.4        |  |                             |

**Notes:**

**UNCOMMITTED REVENUES**

**Definition:**

These funds are assumed to be a mix of Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), & State Transportation Improvement Program (STIP) funds. However, when actually programming against established regional targets, MTC will strive to assign more restrictive funding among eligible projects to optimize flexible funding to counties.

**REHABILITATION**

**1) Transit Capital:**

- Regional investment limited to vehicles and fixed guideway replacement/rehabilitation (Score 16+)
- Does not include major preventative maintenance costs
- Regional investment represents about 25% of total estimated transit capital shortfall

**2) Local Roads:**

- Regional investment limited to MTS (regionally significant arterials)
- Covers pavement and non-pavement (sidewalks, landscaping, lighting, etc.) shortfalls

**3) State Highways:**

- Assumes state responsibility to cover shortfall

**REGIONAL PROGRAM**

**1) Regional Operations Program:**

- Sustains TransLink®, 511, incident management and freeway operations programs at current levels
- Reduced levels for regional ridesharing
- arterial signal timing and technical assistance programs eliminated after 3 years
- T-2030 fund recommendation also includes about \$170 million in committed funding

**2) Clean air program**

- Funds Spare the Air program at current level
- Includes regional TFCA funds that would fund other emissions-reducing regional programs and projects

**3) Lifeline Transportation:**

- More than doubles existing program
- Uses available STA - population (Prop. 42) funds and historical JARC distributions

**4) Regional Bicycle/Pedestrian program:**

- Funds about 30% of 2001 Regional Bike Plan shortfall
- Would also fund pedestrian facilities

**TLC/HIP**

- Sustains tripled program
- Would fund specific plans (see T-2030 5-point transportation/land use initiative) out of existing program
- TFCA regional funds from the Air District would fund \$25 million of program

**CMA PLANNING**

- Funds planning at current levels
- T-PLUS funded for 10 years

AGENDA ITEM 2A

Comparisons of Various Formulas to Distribute STP Funds to Local Streets and Road Shortfall  
(Annual Estimates)

Based on Transportation 2030 Phase 1 decisions, The Commission agreed to fund the local streets and roads shortfall at \$990.5 million dollars over a 25-year period. Of that amount, approximately \$716.4 million will come from the STP/CMAQ program. The following are various scenarios, based on different formulas, for distributing the STP funds among each county. The 25-year total commitment has been divided by 25 to arrive at an annual regional target of \$28.656 million. The issue of what facility types and to what degree should be allowed by this program is still being developed.

**BASIC FORMULAS**

Estimated Annual Funding for Local Streets and Road Shortfall: \$28,656,000

|               | By Population<br>2002 DOF | By MTS Need               | By Arterial and Collector<br>Need | By Arterial & Collector Road<br>Mileage | By MTS Shortfall          | By Arterial and Collector<br>Shortfall |
|---------------|---------------------------|---------------------------|-----------------------------------|---|---------------------------|--|
| Alameda       | \$ 6,126,427 21%          | \$ 5,455,448 19%          | \$ 5,591,851 20%                  | \$ 5,409,831 19%                        | \$ 2,863,747 10%          | \$ 3,376,748 12%                       |
| Contra Costa  | \$ 4,045,201 14%          | \$ 3,771,692 13%          | \$ 3,846,713 13%                  | \$ 4,096,257 14%                        | \$ 3,067,492 11%          | \$ 3,663,725 13%                       |
| Marin         | \$ 1,030,104 4%           | \$ 1,545,135 5%           | \$ 1,657,403 6%                   | \$ 1,828,099 6%                         | \$ 1,689,660 6%           | \$ 1,739,213 6%                        |
| Napa          | \$ 527,518 2%             | \$ 1,213,606 4%           | \$ 596,261 2%                     | \$ 693,271 2%                           | \$ 1,687,897 6%           | \$ 866,439 3%                          |
| San Francisco | \$ 3,271,027 11%          | \$ 2,204,533 8%           | \$ 3,166,815 11%                  | \$ 1,638,512 6%                         | \$ 2,672,632 9%           | \$ 4,014,203 14%                       |
| San Mateo     | \$ 2,955,155 10%          | \$ 2,760,183 10%          | \$ 2,688,858 9%                   | \$ 2,839,907 10%                        | \$ 1,868,942 7%           | \$ 1,819,506 6%                        |
| Santa Clara   | \$ 7,086,964 25%          | \$ 6,602,566 23%          | \$ 6,153,774 21%                  | \$ 6,389,744 22%                        | \$ 8,036,661 28%          | \$ 6,376,911 22%                       |
| Solano        | \$ 1,672,605 6%           | \$ 884,253 3%             | \$ 2,443,186 9%                   | \$ 2,840,685 10%                        | \$ 943,303 3%             | \$ 3,222,813 11%                       |
| Sonoma        | \$ 1,941,000 7%           | \$ 4,218,585 15%          | \$ 2,511,139 9%                   | \$ 2,919,694 10%                        | \$ 5,825,668 20%          | \$ 3,576,442 12%                       |
| <b>TOTAL</b>  | <b>\$ 28,656,000 100%</b> | <b>\$ 28,656,000 100%</b> | <b>\$ 28,656,000 100%</b>         | <b>\$ 28,656,000 100%</b>               | <b>\$ 28,656,000 100%</b> | <b>\$ 28,656,000 100%</b>              |

**Notes:**

1. Data is presented on an annual distribution to each county.
2. Annual "Need" / "Shortfall" is based on 1/25 of the Transportation 2030 Estimated Streets and Road Shortfalls and Needs.
3. Population data is based on the Department of Finance's 2002 population estimates
4. "Shortfalls" and "Needs" include both pavement and non-pavement.

AGENDA ITEM 2C

**Flexibility Options for Using Regional Funds off of the MTS**

|    | <b>Option</b>   | <b>Pros</b>   | <b>Cons</b>  |
|----|---|---|--|
| 1. | <u>Local Match</u> – To use funds off of the MTS, local jurisdictions would need to provide a local match (10 – 25%). The amount of the match could vary for arterials and collectors. Example – Non-MTS Arterials = 12% match; Collectors = 20%.   | Ensures that jurisdictions will prioritize the MTS and will have a good reason for using funds off of the MTS   | Many smaller jurisdictions cannot afford a local match<br>These same jurisdictions may have very few MTS routes.   |
| 2. | <u>Verification of MTS Route Conditions</u> – Local jurisdictions would have to provide verification (through a PMP program report) that the condition of all MTS routes meet or exceed a PCI of 70.  | Ensures good condition of the MTS system prior to spending regional funds off of the MTS.   | Repair of MTS routes may not be the most cost effective use of funds; PCI scores are determined by the jurisdiction (verification is difficult).                                   |
| 3. | <u>Maintenance Plan</u> – Local jurisdictions would be required to submit a maintenance plan from their PMP that listed the recommended streets for repair. Regional funds could be utilized for the top priority arterial and collector streets on the list.                                       | The most cost-effective repair strategy will be recommended; MTC would be supporting the recommendations of the PMP system it advocates;  | MTS is not given priority insofar as those routes are not recommended by the PMP as the most cost-effective routes to be repaired; Requires MTC verification / staff time.         |
| 4. | <u>Carte Blanche</u> – Local jurisdictions can use regional funds for any arterial or collector route at their own discretion.  | Makes the MTS system irrelevant and redefines regional significance as including arterials and collectors.  | Makes the MTS system irrelevant; May be opposed by Transit agencies.   |
| 5. | <u>Limited Time</u> – MTC could allow the use of regional funds for non-MTS routes for an initial time period (beginning at the point when actual programming funds are available), using the rationale that exceptions are being made for “crisis management” in the current economic environment. | Maintains the MTS as the “regionally significant” network; Follows the same rationale as the flexibility being granted to the Transit agencies, making it more difficult for them to protest. | Maintains the MTS as the “regionally significant” network; Time period is arbitrary—if economy picks up, will arterials & collectors still be allowed in later programming cycles? |
| 6. | <u>Other?</u>   |   |  |