



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

**1:30 p.m., Wednesday, March 23, 2005
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA**

STAFF PERSON

- I. CALL TO ORDER** Daryl Halls, Chair
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF**
(1:35 -1:40 p.m.)
- V. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion.
(1:40 – 1:45 p.m.)
 - A. Minutes of the TAC Meeting of February 23, 2005– Pg. 1** Johanna Masiclat
Recommendation:
Approve minutes of February 23, 2005.
 - B. STA Board Meeting Highlights – Pg. 7** Kim Cassidy
March 9, 2005
Informational
 - C. STA Meeting Schedule Update - Pg. 12** Kim Cassidy
Informational
 - D. Funding Opportunities Summary- Pg. 14** Sam Shelton
Informational

VI. ACTION ITEMS

- A. Project Study Report (PSR) Selection Criteria** Mike Duncan
Recommendation:
Recommend to the STA Board a prioritized list of criteria to be used to select projects for Project Study Reports to be completed by the STA.
(1:45 – 1:55 p.m.) – Pg. 19
- B. Additional FY 2005-06 STP Funding for Local Streets and Roads** Mike Duncan
Recommendation:
Recommend the STA Board approve the distribution of \$1.2 million in additional STP funds for local streets and roads as specified in Attachment E.
(1:55 – 2:00 p.m.) – Pg. 21
- C. Lifeline Transportation Funding** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to authorize the STA to accept management of the Regional Lifeline Program for Solano County subject to MTC providing administrative funds to offset the cost to manage the program.
(2:00 – 2:05 p.m.) – Pg. 38

VII. INFORMATION ITEMS

- A. Summary of STA Board Policy Direction Pursuant to Issues Presented and Discussed at STA Board Retreat of February 17, 2005** Daryl Halls
Informational (2:05 – 2:10 p.m.) – Pg. 45
- B. Legislative Update – Proposed FFY 2006 Federal Budget and TEA-21 Reauthorization Update** Mike Duncan
Informational (2:10 – 2:15 p.m.) – Pg. 59
- C. Progress Report for SR 12 Transit Corridor Study** Dan Christians
Informational (2:15 – 2:20 p.m.) – Pg. 67
- D. Status Report on Countywide TLC Planning Grants for FY 2004-05 and FY 2005-06** Dan Christians
Robert Guerrero
Informational (2:20 – 2:25 p.m.) – Pg. 70

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| E. | 2005 Solano Congestion Management Program (CMP)
Update Schedule
<i>Informational</i> (2:25 – 2:30 p.m.) – Pg. 72 | Sam Shelton |
| F. | TDA and Gas Tax Allocations
<i>Informational</i> (2:30 – 2:35 p.m.) – Pg. 79 | Mike Duncan |
| G. | 2006 State Transportation Improvement Program (STIP)
<i>Informational</i> (2:35 – 2:40 p.m.) – Pg. 95 | Mike Duncan |
| H. | STIP Project Delivery Status for FY 2004-05 and FY 2005-06
<i>Informational</i> (2:40 – 2:45 p.m.) – Pg. 100 | Mike Duncan |
| I. | Federal FY 2004-05 Obligation Status
<i>Informational</i> (2:45 – 2:50 p.m.) – Pg. 105 | Mike Duncan |
| J. | Highway Projects Update
<ol style="list-style-type: none"> 1) I-80/I-680/SR 12 Interchange 2) North Connector 3) Caltrans Auxiliary Lanes Project 4) Jepson Parkway 5) Highway 37 6) Highway 12 (Jameson Canyon and 12/29 Interchange) 7) Highway 12 (East) 8) SR 113 (Downtown Dixon) <i>Informational</i> (2:50 – 2:55 p.m.) – Pg. 110 | Mike Duncan |
| K. | MTC/BAAQMD Spare the Air Transit Promotion
<i>Informational</i> (2:55 – 3:00 p.m.) – Pg. 113 | Elizabeth Richards |

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee will be at 1:30 p.m. on Wednesday, April 27, 2005.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting
February 23, 2005

I. CALL TO ORDER

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

Present:

TAC Members Present:	Janet Koster	City of Dixon
	Morrie Barr	City of Fairfield
	Felix Ajayi	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:

Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Birgitta Corsello	County of Solano
Cameron Oakes	Caltrans
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	STA/SNCI
Susan Furtado	STA
Jennifer Tongson	STA
Sam Shelton	STA
Johanna Masielat	STA

II. APPROVAL OF AGENDA

On a motion by Dale Pfeiffer, and a second by Mark Akaba, the STA TAC approved the agenda with the addition of the following:

- ❑ Agenda Item VI.D, Criteria for Prioritizing Project Study Reports (PSR's)
- ❑ Agenda Item VI.E, Local Assistance Procedures at Caltrans

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Mike Duncan distributed additional funding opportunity information for RM 2 Real-Time Transit Information Grant Program.

V. CONSENT CALENDAR

On a motion by Mark Akaba, and a second by Gary Cullen, the STA TAC approved the Consent Calendar.

Recommendation:

- A. Minutes of the TAC Meeting of December 22, 2004
Recommendation: Approve minutes of December 22, 2004.
- B. STA Board Meeting Highlights
February 9, 2005
- C. STA Meeting Schedule Update
- D. Funding Opportunities Summary
- E. Contract Amendment No. 5 with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Train Station

Recommendation:

Recommend the STA Board:

1. Authorize the Executive Director to amend the STA Budget for 2004-05 (and 2005-06 if needed) to include an additional \$145,000 of local funds committed from the cities of Fairfield and Vacaville for additional project assistance to complete the preliminary engineering, environmental documents and railroad negotiations and related work for the Fairfield/Vacaville Train Station project as described in the attached letter from the City of Fairfield dated February 15, 2005.

2. Authorize the Executive Director to negotiate Contract Amendment No. 5 with Wilbur Smith Associates (WSA) to provide additional scope of work as described in the attached letter from WSA dated February 15, 2005 and extend the term of the consultant agreement to June 30, 2006.
- F. City of Benicia Revised Request for Abandoned Vehicle Abatement Allocation of 1997 Carryover Funds
- Recommendation:
Recommend the STA Board authorize the City of Benicia Police Department to spend up to \$2000 of 1997 carryover funds on personnel training while remaining funds will be spent on other equipment and costs related to the AVA Program as described.

VI. ACTION ITEMS

A. Release of Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030

Dan Christians reviewed the recommendation to release the Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day review and comment period. He cited that upon completion of this review period, the final CTP would be prepared for review by the TAC, Consortium, and the three CTP Committees.

By consensus, the City of Vacaville's Ed Huestis was confirmed as the STA TAC's participant on the Alternative Modes Committee.

Recommendation:

1. Recommend the STA Board release the Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day review and comment period.
2. Confirm the Consortium and TAC participants on the Alternative Modes Committee.

On a motion by Dale Pfeiffer, and a second by Gary Cullen, the STA TAC approved the recommendation.

B. Policy Regarding Letters of Support from the Solano Transportation Authority for Grant Applications

Mike Duncan outlined an alternative procedure for the STA Board to authorize the STA Executive Director to provide letters of support to member agencies for Federal, State, and Regional grant applications that meet the requirements of specific grant programs.

Based on further input, the STA TAC requested to modify the recommendation as follows:

Recommendation:

Recommend the STA Board approve the Resolution No. 2005-__ authorizing the Executive Director to provide letters of support to STA member agencies for Federal, State, and Regional grant applications that meet the requirements of the grant program *and for such letters to be provided to the TAC and Board for information.*

On a motion by Janet Koster, and a second by Dale Pfeiffer, the STA TAC approved the recommendation as amended and shown above.

C. YSAQMD Clean Air Fund Program

Dan Christians summarized the preliminary YSAQMD Clean Air applications in Solano County for FY 2005-06 and the funding recommendation based on a Clean Air Budget of \$290,000 made by the STA/YSAQMD Screening Committee. He added that the YSAQMD Board of Directors would then approve the projects at their June 8, 2005 meeting based on the YSAQMD Board Clean Air Funds Committee recommendation.

Recommendation:

Recommend the STA Board support the recommendation provided by the STA/YSAQMD Clean Air Fund Application Screening Committee for Yolo Solano Clean Air Applications.

On a motion by Janet Koster, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

D. Criteria for Prioritizing Project Study Reports (PSR's)

Mike Duncan identified a list of potential PSR candidate projects from the I-80/I-680/I-780 Major Investment & Corridor Study and the SR 12 Major Investment Study. He cited that the STA Board requested staff to develop a prioritization criteria for Project Study Reports.

After further discussion, the TAC requested more time and recommended to table the item until the TAC Meeting scheduled for Wednesday, March 23, 2005.

Recommendation:

Identify additional criteria that may be used to prioritize projects for Project Study Reports and develop a potential prioritization for the criteria.

On a motion by Dale Pfeiffer, and a second by Felix Ajayi, the STA TAC voted to table the item for the TAC meeting on March 23, 2005.

E. Local Assistance Procedures at Caltrans

Mike Duncan outlined the proposed primary components of the new Project Delivery Policy and the many changes that have impacted local agencies and their ability to deliver projects.

Recommendation:

Recommend to the STA Board that the STA take the lead to develop a Countywide PDT with Caltrans for all local assistance projects in Solano County.

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

VII. INFORMATION ITEMS

A. Summary of STA Board Retreat Discussions and Recommendations

Daryl Halls highlighted the discussions from the February 17, 2005 STA Board Retreat. He outlined the following: Progress Reports on STA's Overall Work Program (OWP), Development of a Five-Year Vision for the STA, Overview of STA's Roles and Responsibilities as the Congestion Management Agency (CMA) for Solano County, Initiation of Regional Traffic Impact Fee Study, Initiation of Transit Consolidation Study, Implementation of TLC Program Countywide, Acceleration of Project Development and Project Delivery, Setting Near Term Priorities for Funding Priority Projects, and Follow-up to Measure A.

B. Legislative Update – February 2005

Daryl Halls reviewed the status of two state legislative bills: ACA 4 (Plescia and Harman) and ACA 7 (Nation).

C. Status of Unmet Transit Needs Process for FY 2005-06

Elizabeth Richards reviewed MTC's list of comments submitted to the STA in late January 2005. She cited that the draft coordinated responses will be reviewed and approved by the Consortium and TAC before submittal to MTC to complete the MTC process by the end of June 2005.

D. SolanoLinks Transit Consortium Draft 2005 Work Plan

Elizabeth Richards reviewed the Consortium's Draft 2005 Work Plan and 2004 Work Plan Progress Report. She encouraged the TAC to review and offer any additions, deletions, and modifications to the draft Work Plan.

E. Status Report for Countywide TLC Planning Grant Applications

Dan Christians reviewed the TLC planning grant applications with a total requested amount of \$215,000 submitted by the cities of Benicia, Fairfield, Rio Vista, Suisun City, and Vacaville. He cited that options are being determined by staff to include additional funds for this first call for Countywide TLC Planning Grants and may recommend allocating \$50,000 at the March TAC meeting and a second recommendation in June or July 2005 if additional funds are available in the FY 2005-06 STA budget.

F. Status of STP/CMAQ Projects in Solano County

Mike Duncan provided a status report to Solano County projects receiving STP and CMAQ funds in FY 2005-06. He noted that projects programmed in FY 2004-05 with STP and CMAQ federal funds must have the request for obligation to Caltrans by April 1, 2005.

G. STIP Project Delivery for Projects Programmed in FY 2005-06

Mike Duncan outlined the STIP project delivery requirements for projects programmed in FY 2005-06 for Solano County agencies that meet the requirements of SB 45 for fund allocation.

H. Local Streets and Roads Update

Mike Duncan reviewed the Local Streets and Roads Committee Federal Funding Distributions. He also informed the TAC that STA staff and the Solano County members of the LS&R Committee will continue to work with the Committee members, other CMA's and MTC to develop a more equitable method to distribute regional funding for local streets and roads to the counties in the Bay Area.

I. Travel Safety Plan Update

Mike Duncan reviewed the Intersection Accident Data from the Draft Travel Safety Plan currently being updated by Korve Engineering. He cited that data is still needed from the cities of Fairfield, Rio Vista, Vacaville, and Solano County for analysis of pedestrian and bicycle safety.

J. SR 12 Major Investment Study (MIS) Operational Analysis Update

Mike Duncan provided an update to the draft prioritization of the improvement recommendations developed by Korve Engineering (January 21, 2005) as part of the State Route 12 Major Investment Study (MIS) operational analysis.

K. Union Avenue (Fairfield) /Main Street (Suisun City) Feasibility Study

Mike Duncan reviewed the three alternatives for a direct connection between the downtown areas of Fairfield (Union Avenue) and Suisun City (Main Street). He noted that the only feasible alternative is an at-grade crossing due to the significant negative impacts associated with both the overcrossing and the undercrossing.

VIII. ADJOURNMENT

A Special Meeting of the TAC is scheduled for Wednesday, March 23, 2005 at 1:00 p.m. prior to the regular TAC meeting to discuss prioritization criteria for Project Study Reports.

The meeting was adjourned at approximately 3:30 p.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, March 23, 2005 at 1:30 p.m.**



Solano Transportation Authority
Board Highlights
For March 9, 2005
6:00 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 March 9, 2005 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of March 9, 2005. If you have any questions regarding specific items, please give me a call at 424-6008.

BOARD MEMBERS PRESENT:

Mary Ann Courville (Chair)	City of Dixon
Len Augustine (Vice Chair)	City of Vacaville
Steve Messina	City of Benicia
Karin MacMillan	City of Fairfield
Ed Woodruff	City of Rio Vista
Jim Spering	City of Suisun City
Anthony Intintoli	City of Vallejo
John Vasquez	County of Solano

BOARD MEMBERS ABSENT:

John Silva	County of Solano
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ACTION ITEMS: FINANCIAL

None Presented

ACTION ITEMS: NON FINANCIAL

- A. STA Board Policy Direction Pursuant to Issues Presented and Discussed at STA Board Retreat of February 17, 2005**

Recommendation:

Approve the following:

1. Authorize the Executive Director to develop a scope of work for the Transit Consolidation Study for Solano County.
2. Initiate implementation of TLC Program Countywide as outlined in the STA Board adopted T-Plus work program for FY 2004/05 and FY 2005/06.
3. Table initiation of Regional Traffic Impact Fee Study as part of STA's Overall Work Program (OWP) for FY 2004/05 and FY 2005/06.
4. Authorize staff to develop criteria for STA Board consideration to guide the evaluation and prioritization of candidate projects for Project Study Reports (PSRs) to be undertaken by the STA and/or Caltrans.
5. Request staff agendize the funding of priority projects for review and reconsideration by the STA Board at a future meeting, following the adoption of the update to the Comprehensive Transportation Plan.
6. Request the Local Funding Committee develop for consideration by the STIA Board a schedule for development of an expenditure plan for a future local sales tax measure.
7. Designate the STA Board's Executive Committee to review and provide recommendations pursuant to the Draft Five-Year Vision for the STA prepared by the STA's Executive Director for consideration by the STA Board in conjunction with the update of the STA's Overall Work Program for FY 2005/06 and FY 2006/07.

On a motion by Member MacMillan, and a second by Member Messina, the staff recommendation was approved with Board direction that staff develop criteria with principles to be presented at the April 13, 2005 STA Board meeting.

B. Release of Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030

Recommendation:

Approve the following:

1. Release the Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day review and comment period.
2. Forward the Alternative Modes element and the other elements of the Draft CTP 2030 to each member of city councils and the Board of Supervisors and request written confirmation of the transportation needs submitted for each jurisdiction.

On a motion by Member Spring, and a second by Member Alternate Vasquez, the staff recommendation was approved unanimously.

C. Appointment of Legal Counsel for the Solano Transportation Authority (STA) and the Solano Transportation Improvement Authority (STIA)

Recommendation:

Approve the following:

1. Approve the selection of Charles O. Lamoree as STA Legal Counsel.

2. Appoint Charles O. Lamoree as STA Legal Counsel effective March 10, 2005.
3. Authorize the Executive Director to negotiate and develop a consultant services agreement for legal services with Charles O. Lamoree for an amount not to exceed \$80,000 per year.
4. Authorize the Chair to forward a letter of appreciation to Melinda Stewart for her service to the STA as Interim Legal Counsel.

On a motion by Member Spring, and a second by Member Messina, the staff recommendation was approved unanimously.

D. Local Assistance Procedures at Caltrans

Recommendation:

Authorize STA staff to take the lead to develop a Countywide Project Delivery Team (PDT) with Caltrans District 4 for all local assistance projects in Solano County.

On a motion by Member Alternate Vasquez, and a second by Member MacMillan, the staff recommendation was unanimously approved.

E. YSAQMD Clean Air Fund Program for FY 2005-06

Recommendation:

Support the recommendation provided by the STA/YSAQMD Clean Air Fund Application Screening Committee for Solano County Clean Air Applications, submitted for FY 2005-06.

On a motion by Member Intintoli, and a second by Member Alternate Vasquez, the staff recommendation was unanimously approved.

CONSENT CALENDAR ITEMS:

On a motion by Member Spring, and a second by Member Alternate Vasquez, the consent calendar items were approved with the addition of Agenda Item VII.I and Agenda Item VII.J.

A. STA Board Minutes of February 9, 2005

Recommendation:

Approve minutes of February 9, 2005.

B. STA Board Minutes from STA Board Retreat, February 17, 2005

Recommendation:

Approve minutes of February 17, 2005.

C. Review Draft TAC Minutes of February 23, 2005

Recommendation:

Receive and file.

D. Contract Amendment No. 5 with Wilbur Smith Associates for the Fairfield/Vacaville Intermodal Train Station

Recommendation:

Approve the following:

1. Authorize the Executive Director to amend the STA Budget for FY 2004-05 (and FY 2005-06 as needed) to include an additional \$145,000 of local funds committed from the cities of Fairfield and Vacaville for additional project assistance to complete the preliminary engineering, environmental documents and railroad negotiations and related work for the Fairfield/Vacaville Train Station project as described in the attached letter from the City of Fairfield dated February 15, 2005.
2. Authorize the Executive Director to negotiate Contract Amendment No. 5 with Wilbur Smith Associates (WSA) to provide additional scope of work as described in the attached letter from WSA dated February 15, 2005 and extend the term of the consultant agreement to June 30, 2006.

E. Policy Regarding Letters of Support from the Solano Transportation Authority for Grant Applications

Recommendation:

Approve Resolution No. 2005-01 authorizing the Executive Director to provide letters of support to STA member agencies for grant applications that meet the requirements of the grant program and for such letters to be provided to the TAC and Board for information.

F. SolanoLinks Transit Consortium 2005 Work Plan

Recommendation:

Approve the STA Intercity Transit Consortium Work Plan for 2005 as specified in Attachment A.

G. City of Benicia Revised Request for Abandoned Vehicle Abatement Allocation of 1997 Carryover Funds

Recommendation:

Authorize the City of Benicia Police Department to spend up to \$2000 of 1997 carryover funds on personnel training while remaining funds will be spent on other equipment and costs related to the AVA Program as specified in Attachment A.

H. FY 2004-05 First and Second Quarter Budget Report

Recommendation:

Receive and file.

I. Reprogramming FY 2005-06 State Transportation Improvement Program (STIP) Project, Westbound I-80 HOV Lane from SR 29 to Carquinez Bridge

Recommendation:

Approve reprogramming of Solano County FY 2005-06 STIP funds as specified in Attachment A.

J. Adjustment to Compensation Range for Director for Project Classification

Recommendation:

Approve the modification of the Compensation Range to the position of Director of Projects as specified in Attachment A.

UPDATE FROM STAFF

A. Caltrans Report

None Presented.

B. MTC Report

None Presented.

C. STA Report

1. Presentation by Gene Skoropowski-Capitol Corridor Board

Gene Skoropowski provided a presentation of the history of the Capitol Corridor, statistics for the past 72 months, Service and Fare Integration, Vision Plan and Board Goals, Capital Projects, next major projects, Regional Rail Service, challenges and issues, local actions and required federal actions.

INFORMATIONAL ITEMS: Information was provided for the following items:

A. Legislative Update – February 2005

B. STIP Project Delivery for Projects Programmed in FY 2005-06

C. Local Streets and Roads Update

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

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

**2004-05 YSAQMD Clean Air Funds Program.*

**RM2 Real-Time Transit Information Grant Program.*

**MTC TLC Housing Incentive Program (HIP).*

**Hazard Elimination Safety (HES) Program.*

**Safe Routes to Transit (SR2T) Program.*

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting of the STA Board is scheduled for **March 9, 2005 6:00 p.m.** at Suisun City Hall Council Chambers.



DATE: March 10, 2005
TO: STA TAC
FROM: Kim Cassidy, Clerk of the Board
RE: STA Meeting Schedule Update

Background:

Attached is the updated STA meeting schedule for the calendar year 2005 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. 2005 STA Meeting Schedule



STA BOARD MEETING SCHEDULE
(For The Calendar Year 2005)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
March 23	9:00 a.m. – 10:30 a.m.	Arterials Committee	STA Conference Room	X
March 23	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
March 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
April 7	11:00 a.m. – 2:00 p.m.	SR 12 Transit Committee Kick Off Meeting for MIS	Western Railway Museum	X
April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
April 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
April 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
May 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
May 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
June 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
August 31	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Sept. 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Sept. 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Oct. 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Oct. 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Nov. 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Nov. 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Dec. 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Dec. 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

Updated 03/10/2005kc



DATE: March 15, 2005
 TO: STA TAC
 FROM: Sam Shelton, Planning Assistant
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies 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>Application Due</u>
Hazard Elimination Safety (HES) Program	Hin Kung, Caltrans (510) 286-5234	April 15, 2005
Land Water Conservation Fund (LWCF)	Richard Rendon, CA Parks - Office of Grants & Local Services, (916) 651-7600	May 2, 2004
Regional Transportation Fund for Clean Air Program (60% Regional Funds)	Karen Chi, BAAQMD, (415) 749-5121	Workshop in May 2005 Due June, 2005
Safe Routes to Transit (SR2T) Program	Amber Crabbe, TALC (510) 740-3105	Workshop February 25, 2005 Due July, 2005



FUNDING OPPORTUNITY:

Hazard Elimination Safety (HES) Program

Due April 15, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Hazard Elimination Safety (HES) 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: The applicant must be an incorporated city or a county within the State of California. Exceptions to this requirement will be reviewed on a case-by-case basis.

Program Description: This program provides funds for safety improvements on any public road, any public surface transportation facility, any publicly-owned bicycle or pedestrian pathway or trail, and for any traffic calming measure. These funds serve to eliminate or reduce the number and severity of traffic accidents at locations selected for improvement.

Funding Available: In FY 2004/05, HES funded \$9.8 million in “Work Type” projects and \$3.0 million for “Safety Index” projects.

Example Projects: HES funds are available for expenditure on

1. Any local agency public road
2. Any local agency public surface transportation facility
3. Any local agency publicly-owned bicycle or pedestrian path
4. Any traffic calming measure on a local agency public road.

FY 2004/05 HES “Work Type” Funded project:
City of Vallejo – Upgrade two traffic signals - \$ 175,230 in HES funds.

FY 2003/04 HES “Safety Index” Funded project:
Suisun City – Realign Offset Intersection at Railroad & Sunset - \$360,000 in HES funds.

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm>

Program Contact Person: Hin Kung, Caltrans District 4, (510) 286-5234, hin_kung@dot.ca.gov

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075



FUNDING OPPORTUNITY:

Land Water Conservation Fund (LWCF)

Applications Due May 2, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Land Water Conservation Fund 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, counties and districts are eligible to apply.

Program Description: Outdoor recreation facilities grant

Funding Available: \$1.68 million for Northern CA local agencies
Maximum grant per project is \$210,000
Dollar for dollar match required.

Eligible Projects: Outdoor Recreation Facilities
Trails and Bike Trails
Picnic & Campgrounds, Zoos, Event Areas, Pools
Parks & Playground equipment

Previously Funded Projects: FY 2003/04
Central County Bikeway, City of Suisun City, \$85,250
FY 1999/00
Centennial Park Trail, City of Vacaville, \$101,900
* Most funded projects are park projects, not bike trails.

Funding Contact: Richard Rendon, California State Parks - Office of
Grants & Local Services, (916) 651-7600
rrend@parks.ca.gov
<http://www.parks.ca.gov>

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075
sshelton@sta-snci.com



FUNDING OPPORTUNITY:

**Regional Transportation Fund for Clean Air Program
(60% Regional Funds)**

Applications Due June 30, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Regional Transportation Fund for Clean Air 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 Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and universities in the Bay Area Air Basin.

Program Description: This is a regional air quality program to provide grants to local and regional agencies for clean air projects.

Funding Available: Approximately \$10 million is available for FY 05/06. Eligible projects must be between \$10,000 to \$1,000,000. Projects over \$100,000 require 20% match.

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

Further Details: Karen Chi, BAAQMD, (415) 749-5121

STA Contact Person: Robert Guerrero, Associate Planner, 707.424.6014



FUNDING OPPORTUNITY:

Safe Routes to Transit (SR2T) Program

Due July, 2005

TO: STA TAC
FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to Transit (SR2T) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties in the Bay Area.

Program Description: This program promotes bicycling and walking to transit stations.

Funding Available: \$20 million will be allocated on a competitive grant basis from Regional Measure 2 funds.

Eligible Projects:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit Stations/stops/pods
- Removal of ped/bike barriers near transit stations
- System wide transit enhancements to accommodate bicyclists or pedestrians

Projects must have a “bridge nexus”, meaning that SR2T projects must reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods.

Further Details: Program kick-off meeting, February 25, 2005.
Contact Amber Crabbe (amber@transcoalition.org) or
Dave Campbell (dcampbel@lmi.net).
Call for projects April 2005.
http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html

Program Contact Person: Amber Crabbe, (510) 740-3105, amber@transcoalition.org

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



DATE: March 13, 2005
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Project Study Reports (PSR) Selection Criteria

Background:

In an effort to accelerate project delivery for major highway projects in Solano County, the STA Board determined that the STA should pursue completing Project Study Reports (PSR's) for priority projects in Solano County. Potential projects have been identified through the I-80/I-680/I-780 Major Investment & Corridor Study and the SR 12 Major Investment Study (MIS). Other projects may be identified in the future SR 113 and SR 29 Major Investment Studies or other major studies conducted in Solano County.

At the February 17, 2005 STA Board retreat, the STA staff presented a list of potential PSR candidate projects from the I-80/I-680/I-780 Major Investment & Corridor Study and the SR 12 Major Investment Study. Although the projects were listed in the order presented in the respective studies, a prioritization was not proposed.

Discussion:

The STA Board requested staff develop criteria that may be used for prioritizing candidate projects for Project Study Reports. At the February 23, 2005 TAC meeting, STA staff presented the following potential criteria for selecting projects for PSR development by STA:

- Traffic Operations
- Traffic Safety
- Economic Development/Impact
- Socioeconomic Impact
- Deliverability of Project
- Source of Funding

The TAC recommended that within the criteria "Deliverability of Project" should be the capability to start construction within 5 years and that "Source of Funding" also be contained within this criteria. Additionally, the TAC added two additional potential criteria as follows:

- Efficiency of Project (Benefit/Cost analysis)
- Project included in the STA's adopted Comprehensive Transportation Plan (CTP 2030)

The TAC recommended the item be tabled at the meeting on February 23, 2005 and included for the March 23, 2005 TAC with discussion of the proposed criteria by the TAC members prior to TAC meeting. The TAC scheduled a special discussion session at 1:00 p.m. on March 23, 2005, immediately prior to the TAC meeting at 1:30 p.m., to discuss the proposed criteria and develop a priority order and/or recommended “weighting” of the criteria.

Based on the recommended changes by the TAC, the following criteria are proposed for prioritizing Project Study Reports to be completed by STA:

- Traffic Operations
- Traffic Safety
- Economic Development/Impact
- Socioeconomic Impact
- Deliverability and Funding of Project
- Efficiency of Project (Benefit/Cost analysis)
- Project included in the STA’s adopted Comprehensive Transportation Plan (CTP 2030)

STA staff recommends the following order of importance for the proposed criteria:

- Project included in the STA’s adopted Comprehensive Transportation Plan (CTP 2030)
- Traffic Safety
- Traffic Operations
- Deliverability and Funding of Project
- Economic Development/Impact
- Efficiency of Project (Benefit/Cost analysis)
- Socioeconomic Impact

The justification for the proposed order of criteria is as follows:

- The CTP is the adopted “roadmap” for transportation in Solano County; therefore, projects must meet the Goals and Objectives of the CTP to be a viable project.
- Traffic Safety and Traffic Operations improvements are the basis for current and future capacity increasing projects.
- PSR’s have a short “shelf-life” and should be completed for projects that are deliverable to construction within a few years.
- Transportation projects that provide a positive economic impact help ensure a continued emphasis on economic vitality, one cornerstone of the STA mission statement.
- Project efficiency and socioeconomic impact are both important criteria, but will generally be addressed with the application of the other criteria.

Recommendation:

Recommend to the STA Board a prioritized list of criteria to be used to select projects for Project Study Reports to be completed by the STA.



DATE: March 13, 2005
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Additional FY 2005-06 STP Funding for Local Streets
and Roads

Background:

On April 28, 2004, the Metropolitan Transportation Commission (MTC) approved dedicating approximately \$58 million of Second Cycle Surface Transportation Program (STP) funds for local streets and roads shortfall projects. The STA Board of Directors approved the distribution of the Solano County share of these funds (\$943,000 in FY 2005-06 and \$944,000 in FY 2006-07) on July 14, 2004 (see Attachment D). The projects were programmed into the Transportation Improvement Program (TIP) and subsequent actions by MTC allowed some of these projects to be advanced to FY 2004-05.

Discussion:

Due to an aggressive policy by MTC that advanced projects from FY 2004-05 and FY 2005-06 into FY 2003-04, the Bay Area anticipates an additional \$105.5 million in programming capacity for FY 2004-05. This programming capacity is in addition to the funding commitments previously made for the first and second cycles of the TEA-21 reauthorization.

MTC developed some specific objectives to guide the programming of the additional \$105.5 million. In addition to the primary objective to direct the funds to ready-to-go projects, MTC established the following three objectives:

1. Advance Transportation 2030 Commitments. The transit shortfall and local streets and roads shortfall were prime targets for this funding.
2. Ease the State Budget Bottleneck by Funding Ready-to-Go STIP Projects. This objective places funds on STIP projects that can award construction contracts in FY 2004-05 and is similar to the previous STIP-backfill program that provided the STP funds for the I-80/Leisure Town Road Interchange project.
3. System Management. Provide funding to manage the existing transportation system as effectively as possible since funding for capacity enhancements are not available.

Based on the above objectives, MTC staff proposed the following distribution of the \$105 million:

Funding Category	Million \$	Percent
Strategic Expansion (STIP Backfill)	\$55.0	52%
Local Streets and Roads Rehabilitation Shortfall	\$22.5	21%
Transit Rehabilitation Shortfall	\$22.5	21%
System Management	\$5.5	5%
Total	\$105.5	100%

At the February 25, 2005 meeting of the Executive Directors of the Congestion Management Agency (CMAs), MTC presented the funding proposal. Included in the MTC presentation were several options for distributing the proposed \$22.5 million for Local Streets and Roads to the nine Bay Area counties. These options included the following:

- A distribution using the Cycle 2 formula based on Metropolitan Transportation System (MTS) shortfall;
- A distribution based upon the work of the Local Streets and Roads Committee based on a 1/3 population, 1/3 lane miles, 1/3 pavement condition formula; and
- A distribution based on 50% using the Cycle 2 distribution and 50% using the formula developed by the Local Streets and Roads Committee.

The CMAs adopted the 50-50 option in the recognition that counties with large shortfalls still need significant help to bring down the shortfall, but that a formula based on shortfall alone rewards “bad” past behavior and is inequitable to agencies (counties and cities) that have worked to maintain their systems in good condition. The 50-50 distribution provides \$1.2 million to Solano County for Local Streets and Roads for use in FY 2005-06 (see Attachment A).

STA staff recommends a proposed distribution of the \$1.2 million in additional STP funds using the following criteria:

- One-half (\$600,000) distributed based on population since the underlying distribution of Cycle 2 funds was population-based. The County Guarantee was included in the previous Cycle 2 distribution; therefore, it is not a part of this distribution.
- One-half (\$600,000) distributed based on the 1/3-1/3-1/3 formula developed by the Local Streets and Roads Committee. Since the final formula has not been adopted by the Committee, the distribution formula developed by MTC staff in January provided the basis for the distribution. The January formula was used by MTC to determine the proposed 50-50 distribution to the counties; therefore, this formula was deemed the most appropriate. This formula is based on 33.33% population, 33.33% lane miles, 25% pavement shortfall for all roadways on the Federal Functional Classification System (FFCS), and 8.33% for pavement condition based on Pavement Condition Index (PCI).
- Each agency should receive a minimum of \$75,000 to ensure a viable Federally funded project. This criteria was established by the TAC for the previous STP funds and is obtained by a proportional reduction for agencies receiving more than \$75,000.

Attachment E provides the computations for the proposed distribution of the additional \$1.2 million in STP funds for Solano County local streets and roads. The Cycle 2 computations are population based. The New Distribution Formula computations are based on the distributions prepared by MTC staff in January from the 1/3-1/3-1/3 formula developed by the Local Streets and Roads Committee (see Attachment B). The computations are based on the relative distributions from the MTC staff, not the actual values for lane miles and shortfall.

Attachment E is the proposed distribution by agency based upon 50% from the Cycle 2 formula and 50% from the New Distribution Formula.

Recommendation:

Recommend the STA Board approve the distribution of \$1.2 million in additional STP funds for local streets and roads as specified in Attachment E.

Attachments:

- A. Additional Federal STP/CMAQ Funding – Cycle 1 Augmentation (MTC Memo)
- B. MTC Memorandum, Revisions to Allocation Model (February 3, 2005)
- C. Computations for Distribution of Additional \$1.2M STP Funds for Solano County
- D. STA Board Programming of Second Cycle STP Funds for Local Streets and Roads
- E. Proposed Programming of Additional STP Funds for Local Streets and Roads

Additional Federal STP/CMAQ Funding – Cycle 1 Augmentation Proposal for Discussion – March 9, 2005

Background

MTC anticipates an additional \$105 million in programming capacity for FY 2004-05 based on recent apportionment notices and additional Obligation Authority (OA) captured by advancing projects from FY 2004-05 and FY 2005-06 into FY 2003-04. This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization through FY 2006-07.

- **OA Capture:** A significant portion of this additional capacity is a result of the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines, thus allowing the region to capture additional OA in FY 2003-04 from other regions in the state. This OA does not have to be repaid, in part due to the higher than expected apportionment level received for FY 2003-04.
- **Unprogrammed Balance:** A lesser portion of this programming capacity is from capacity realized by not programming to the full apportionment estimates for First and Second Cycles.

The combination of these two factors, as shown in the table below, provides approximately \$105 million in additional funding capacity.

Funding Source (in millions of \$)

	1st Cycle	2nd Cycle	Total
OA Capture (Advancement)	66	19	85
Uncommitted Balance (over first and second cycle programming policies)	19	1	20
Total:	\$85	\$20	\$105

Funding Objectives

The proposal directs the newly available programming increment of \$105 million to address near-term transportation needs, and is guided by the following objectives. A primary objective, however, is to direct the funds to 'ready-to-go' projects given the requirement that funds be obligated this fiscal year and the goal of expediting the benefit of transportation improvements to the traveling public

1. Address Transportation 2030 Commitments. The supplemental funding should be used to advance those programs that are lagging behind Transportation 2030 commitments based on First and Second Cycle programming. Considering funding trends and commitments made to date, the transit and local road shortfalls are prime targets of this funding.
2. Ease the State Budget Bottleneck by Funding Ready-to-Go STIP Projects. The dire financial situation at the State level has significantly constrained funding opportunities, particularly for projects that are funded through the STIP. This funding provides an opportunity to minimize the delays for critical STIP projects of regional significance. To expedite benefits to the public, the supplementary funding plan focuses on projects that are able to award construction contracts in FY 2004-05 and have all other necessary funding in place.
3. System Management. In both the short-term and long-term, the limited ability to expand system capacity makes it essential that the existing capacity be managed and utilized as efficiently as possible. Investments in system management will begin to implement the Calls to Action in Transportation 2030.

Proposal

Considering the funding objectives set forth above, MTC staff is proposing to direct the supplemental \$105 million of STP/CMAQ to a package of investments to address rehabilitation needs, system management needs and strategic expansion needs as summarized in the table below.

Summary of Funding Approach

Funding Category	Million \$	%
Strategic Expansion (STIP Backfill)	\$55.0	52%
Local Streets and Roads Rehabilitation Shortfall	\$22.5	21%
Transit Rehabilitation Shortfall	\$22.5	21%
System Management – Respond to Calls for Action	\$5.5	5%
Total	\$105.5	100%

The specifics of the eligible projects and distribution methodology is briefly described below and illustrated in Attachments A through D.

- **Strategic Expansion (STIP Backfill):** Directs \$55 million in funding to STIP projects that are ready to go to construction in FY2004-05 and have remainder of funding committed. Does not substitute for ITIP funds. Requires sponsors to have 40% match. Must have federal authorization to proceed (E-76) by July 1st 2005. (Attachment A)
- **Local Streets and Road Rehabilitation:** Directs \$22.5 million in funding to Local Streets and Road rehabilitation. Distributes funds based on a hybrid of the county T2030 funding shortfalls and the proposed new methodology for the next long-range plan. (Attachment B)
- **Transit Rehabilitation:** \$22.5 million is proposed to meet the transit shortfall. Because the funds are directed to ready-to-go projects, the proposed distribution is to score 16 needs that were not met in FY 2004-05 because of funding caps or adjustments to the FTA appropriations. (Attachment C)
- **System Management:** \$5.5 million would fund system management projects that address T2030 calls to action and are ready to go to construction. (Attachment D)

Schedule and Next Steps

As noted at the outset, this supplementary funding is available as a result of the Bay Area’s strong delivery record. In order to ensure that the funds are not lost due to not meeting the obligation deadlines, the policy development and programming will be on an expedited timeline as outlined below.

March 9, 2005	Finance Working Group review
March 21, 2005	Partnership Technical Advisory Committee review
April 9, 2005	Presentation to PAC of Proposed Program
April 27, 2005	Commission Approval of Program
April 28, 2005	Executive Director approval of Administrative TIP Amendment
May 25, 2005	Commission Approval of formal TIP Amendment
June 1, 2005	Deadline for Submittal of Obligation/Transfer Requests to Caltrans
July 1, 2005	Obligation/Transfer Deadline (E-76 approval)

METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
STIP Projects at Risk due to State Transportation Funding Shortfall
Critical State Funded Projects Ready to Go to Construction by June 2007 - Pending STIP/TCRP Allocations for Construction
March 9, 2005

Tier 1 - FFY 2004-05		TOTAL				Total State Construction Funding at Risk	RTL/ E-76 Date	Project Cost at Delivery	Shortfall (Additional Funding Needed)
County	Implementing Agency	RTIP (Const.)	ITIP (Const.)	TCRP (Const.)	STIP (Const.)				
Contra Costa	Critical Projects Ready to Award in FFY 2004-05								
	I-80 WB HOV from SR 4 to Carquinez Bridge	5,305,000	24,384,000	29,689,000	29,689,000	29,689,000	11/26/03	33,500,000	
Sonoma	U.S. 101 HOV - Steele Lane to SR 12	36,393,000	14,704,000	51,097,000	6,000,000	57,097,000	9/1/04	82,500,000	
Sonoma	U.S. 101 Steele Lane Interchange	13,759,000		13,759,000		13,759,000	2/15/05	14,950,000	
Marin	U.S. 101 HOV Gap Closure (Central/San Rafael)	35,416,000		35,416,000		35,416,000	7/1/05	39,843,000	
San Mateo	Half Moon Bay SR 92 - Half Moon Bay Widening	3,843,000		3,843,000		3,843,000	7/1/05	20,436,000	
Alameda	I-238 Widening from I-580 to I-880	29,059,000		29,059,000		29,059,000	8/1/05	125,940,000	
Contra Costa	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000		9,172,000		9,172,000	8/1/05	22,822,000	
Total		132,947,000	39,088,000	172,035,000	6,000,000	178,035,000		339,991,000	

Total Shaded Projects: 9,249,000
 60% of Shaded Projects: 5,549,400

Tier 2 - FFY 2005-06		TOTAL				Total State Construction Funding at Risk	RTL/ E-76 Date	Project Cost at Delivery	Shortfall (Additional Funding Needed)
County	Implementing Agency	RTIP (Const.)	ITIP (Const.)	TCRP (Const.)	STIP (Const.)				
San Mateo	Critical Projects Ready to Award in FFY 2005-06								
	U.S. 101 Aux Lanes - 3rd to Millbrae	28,495,000	15,468,000	43,963,000	43,963,000	43,963,000	1/1/06	89,178,000	
Santa Clara	VT SR 152/156 Interchange	6,140,000	5,310,000	11,450,000		11,450,000	4/1/06	28,488,000	
Marin	U.S. 101 HOV Gap Closure (Puerto Suello)	7,473,000		7,473,000		7,473,000	7/1/06		
Alameda/Santa Clara	I-680 Sunol Grade SB HOV Lanes	15,554,000	21,770,000	37,324,000		37,324,000	8/1/06	49,000,000	
Total		57,662,000	42,548,000	100,210,000	12,249,000	112,459,000		166,646,000	

Tier 3 - FFY 2006-07		TOTAL				Total State Construction Funding at Risk	RTL/ E-76 Date	Project Cost at Delivery	Shortfall (Additional Funding Needed)
County	Implementing Agency	RTIP (Const.)	ITIP (Const.)	TCRP (Const.)	STIP (Const.)				
Solano	Critical Projects Ready to Award in FY 2006-07								
	Vallejo Ferry Terminal Intermodal Station	6,100,000		6,100,000		6,100,000	3/1/07	67,082,000	
Contra Costa	SR 4 Liveridge to Somersville	20,035,000		20,035,000		34,035,000	6/1/07	77,435,000	
Solano	Jepson Parkway	3,610,000		3,610,000		3,610,000	6/1/07		
Solano	Capital Corridor Improvements	3,125,000	1,060,000	4,185,000		4,185,000	6/1/07		
Total		32,870,000	1,060,000	33,930,000	14,000,000	47,930,000		144,517,000	

Total of Ready to Award Critical Projects in All Three Fiscal Years 223,479,000 82,696,000 306,175,000 32,249,000 338,424,000 651,154,000 15,272,000

Shaded Projects Proposed for Funding
Costs are for Construction Only - Including Construction Engineering
 * Includes Grandfathered Construction Engineering
 J:\PROJECT\Funding\SAFE\Additional Federal Funding Proposal\FWG Mtg 03-09-05\Project Less - STIP Backfill - LS&R - Sys Mgmt 03-09-05.dwg\Attach A-2 Backfill Funding
 Printed: 3/9/2005

**TEA-21 Reauthorization - Cycle 1 Augmentation
Critical Project List - Funding Contributions
March 9, 2005**

60%	STIP Funding	STP/CMAQ	Sponsor	Sponsor		Total	
				Contingency	Total		
SON	U.S. 101 Steele Lane Interchange	13,759,000	8,300,000	5,503,600	1,375,900	6,879,500	15,179,500
MRN	U.S. 101 HOV Gap Closure (segments 2,3,4)	35,416,000	21,300,000	14,166,400	3,541,600	17,708,000	39,008,000
SM	SR 92 Half Moon Bay Widening	3,843,000	2,400,000	1,537,200	384,300	1,921,500	4,321,500
ALA	I-238 Widening from I-580 to I-880	29,059,000	17,500,000	11,623,600	2,905,900	14,529,500	32,029,500
CC	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000	5,500,000	3,668,800	917,200	4,586,000	10,086,000
Total:		91,249,000	55,000,000	36,499,600	9,124,900	45,624,500	100,624,500

METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Shortfall - LS&R Rehabilitation
March 9, 2005

County	Current LS&R Formula		Proposed STP Distribution 50-50 Migration		Revised LS&R Formula	
	Shortfall (% Share)	Shortfall (\$ Amount)	Shortfall (% Share)	Shortfall (\$ Amount)	Shortfall (% Share)	Shortfall (\$ Amount)
Alameda	10.0%	\$2,250,000	13.5%	\$3,000,000	17.0%	\$3,825,000
Contra Costa	11.0%	\$2,475,000	12.5%	\$2,800,000	14.0%	\$3,150,000
Marin	6.0%	\$1,350,000	5.5%	\$1,200,000	5.0%	\$1,125,000
Napa	6.0%	\$1,350,000	4.5%	\$1,000,000	3.0%	\$675,000
San Francisco	9.0%	\$2,025,000	9.5%	\$2,100,000	10.0%	\$2,250,000
San Mateo	7.0%	\$1,575,000	8.0%	\$1,800,000	9.0%	\$2,025,000
Santa Clara	28.0%	\$6,300,000	25.5%	\$5,700,000	23.0%	\$5,175,000
Solano	3.0%	\$675,000	5.5%	\$1,200,000	8.0%	\$1,800,000
Sonoma	20.0%	\$4,500,000	15.5%	\$3,500,000	11.0%	\$2,475,000
Total	100.0%	\$22,500,000	100.0%	\$22,500,000	100.0%	\$22,500,000

METROPOLITAN TRANSPORTATION COMMISSION

TEA-21 Reauthorization - Cycle 1 Augmentation

Shortfall - Transit Rehabilitation

March 9, 2005

Transit Rehabilitation Recommendation: Fund balance of FY 2004-05 Score 16 Need (Lift Caps and Eliminate Shortfall)

Operator	Project	FY 2004-05 Score 16 Appropriation Shortfall	Lift Caps on FY 2004-05 Score 16 Capital Requests	Total Score 16 Near-Term Need	% of Total	Proposed STP Cycle 1 Supplemental Funding
BART	Track Rehab		300,000	300,000	0.19%	
BART	Train Control		39,236,718	39,236,718	24.47%	
BART	Traction Power		9,716,883	9,716,883	6.06%	
			Sub-total BART	49,253,601	30.72%	6,910,000
Caltrain	Track Rehab		58,389,658	58,389,658	36.42%	
Caltrain	VRE Car Replacement	192,884	5,875,500	6,068,384	3.78%	
Caltrain	Signal System Rehab		1,068,682	1,068,682	0.67%	
Caltrain	Fare Equipment	575,190		575,190	0.36%	
			Sub-total Caltrain	66,101,914	41.23%	9,280,000
GGBHTD	Ferry Fixed Guideway Connectors		944,621	944,621	0.59%	
GGBHTD	Ferry Major Components		309,217	309,217	0.19%	
GGBHTD	Ferry Replacement		4,160,000	4,160,000	2.59%	
			Sub-total GGBHTD	5,413,838	3.38%	760,000
Muni	Motor coach repl 455 - 51 40' new flyers w/alt fuels		6,940,258	6,940,258	4.33%	
Muni	Repl 20 1990 30' orions w/20 40' alt fuels coaches		3,009,412	3,009,412	1.88%	
Muni	Repl 25 30' Orions w/25 30' alternate fuels vehicles		10,762,308	10,762,308	6.71%	
Muni	Historical vehicle rehab		8,394,657	8,394,657	5.24%	
Muni	Trolley Overhead		5,580,864	5,580,864	3.48%	
Muni	Track Rehab		0	0	0.00%	
Muni	Trolley Coach Replacement		0	0	0.00%	
Muni	Wayside Fare Collection		4,885,562	4,885,562	3.05%	
			Sub-total Muni	39,573,060	24.68%	5,550,000
			Grand Total	160,342,413	100.00%	22,500,000

**METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
High Priority Freeway Management Investments
March 9, 2005**

Phase 1 Projects		Lead Agency	Cost	Project Type
SB Marin 101 CMS		Caltrans	\$150,000	Construction
CCTV Cameras on SCI-237, add to EA 04-151341		Caltrans	\$300,000	Construction
SV-ITS – add 10 CCTV along Fwy, and C2C Comm. Equipment		San Jose	\$1,000,000	Construction
SFgo C2C, including s/w and comm. equipment		SF	\$500,000	Construction
Expand 511 Driving Times data collection (Phase III)		MTC	\$1,000,000	Construction
California Vehicle-Infrastructure Integration (VII) testbed.		Caltrans/MTC	\$1,500,000	Construction
TMC - 511 Interface		MTC	\$1,000,000	Construction
subtotal			\$5,450,000	

**Metropolitan Transportation Commission
Additional Federal STP/CMAQ Funding
Cycle 1 Augmentation Funding
Proposed Programming Schedule
March 9, 2005**

March 9, 2005	Finance Working Group (FWG) review and recommendation
March 21, 2005	Partnership Technical Advisory Committee (PTAC) review and recommendation
April 6, 2005	Finance Working Group (FWG) review of final proposal
April 9, 2005	Presentation to PAC for final review and recommendation
April 18, 2005	Partnership Technical Advisory Committee (PTAC) for review of final proposal
April 27, 2005	MTC Commission Approval
April 28, 2005	Executive Director approval of Administrative TIP Amendment *
May 11, 2005	Formal TIP Amendment to PAC
May 25, 2005	Commission Approval of formal TIP Amendment
June 25, 2005	Caltrans/FHWA/FTA approval of formal TIP Amendment
July 1, 2005	Obligation/Transfer Deadline (prior environmental clearance required)
September 2, 2005	Final date for obligations in FY 2004-05 (FHWA System Shutdown) **

* Projects already in the TIP (the STIP projects) need only an administration TIP amendment to change the fund source. Any new projects (Rehab and Sys Mgmt) or any project increase of 20% or \$2 million requires a formal TIP Amendment.

** These funds are tied to FFY 2004-05 Obligation Authority. Funds must be obligated in FFY 2004-05. FHWA shuts down their system in early September. Caltrans needs at least 30 days to process the Obligation request. It usually takes a minimum of 3 months to process the environmental clearance with Caltrans under the new FHWA requirement that a 'certified' environmentalist approve the environmental. Complicated projects take more time for environmental review. Caltrans does not start the process until the project is programmed in the TIP.



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Local Streets and Roads Committee

DATE: February 3, 2005

FR: Theresa Romell, MTC

RE: Revisions to Allocation Model

This memo pertains to revisions made to the factors used in the LS&R recommended allocation model, which will possibly be used for the distribution of regional LS&R funds.

At the last meeting of the LS&R Committee on January 7, 2005, the following suggestions were made to MTC staff regarding possible revisions to the model:

1. Use the California State Department of Finance's figures for population, instead of census data.
2. Change the centerline mileage factor to lane mileage
3. Develop alternative scoring ranges for the Pavement Condition factor
4. Allocate the funds based on each jurisdiction's percent share of the *regional* pot of money, rather than determine the county level share initially and then allocate to the jurisdictions from the county share.

The attached spreadsheet compares the "original" sample allocation figures that were presented to the LS&R Committee on January 7th, with the "revised" figures that have changed as a result of implementing suggestions 1-4 above. The columns are lettered A – J and a description of each column is listed below:

- A = The share of funding each jurisdiction would receive based on its regional proportion of the LS&R capital maintenance shortfall (pavement + non-pavement), that exists on roadways with a functional classification of arterial or major collector.
- B = Share of funding each jurisdiction would received based on its county proportion of population. Population figures come from the 2002 census data.
- C = Share of funding each jurisdiction would received based on its county proportion of centerline mileage. Centerline mileage data was provided by MTC's Planning Dept.
- D = Share of funding each jurisdiction would received based on its county proportion of the points allotted for pavement condition index (PCI). PCI was derived by MTC from each jurisdiction's Pavement Management System database. Scores for PCI were assigned using the "Original Performance Scoring Matrix", located at the bottom of the spreadsheet.
- E = Share of funding each jurisdiction would receive based on its regional proportion of the LS&R capital maintenance shortfall (pavement + non-pavement), that exists on roadways with a functional classification of arterial or major collector.¹

¹ Note that the A&C Shortfall Shares for both the "Original" and the "Revised" versions are identical. Both versions were calculated based on the individual jurisdiction's share of the regional shortfall.

- F = Share of funding each jurisdiction would received based on its regional proportion of population. Population figures come from the California Department of Finance's January, 2004 estimates.
- G = The share of funding each jurisdiction would receive based on its regional proportion of *lane* mileage. Lane mileage figures were derived by MTC from each jurisdiction's Pavement Management System database.
- H = The share of funding each jurisdiction would received based on its county proportion of the points allotted for pavement condition index (PCI). PCI was derived by MTC from each jurisdiction's Pavement Management System database. Scores for PCI were assigned using the "Revised Performance Scoring Matrix", located at the bottom of the spreadsheet. The scores were then weighted by each jurisdiction's lane mileage proportion.
- I = The sum of columns A through D. This represents the sample total allocation that would be received by each jurisdiction using the "original" version of the allocation model.
- J = The sum of columns E through H. This represents the sample total allocation that would be received by each jurisdiction using the "revised" version of the allocation model.

Please note that many of the figures listed on the spreadsheet have not been recently updated (for example, shortfall, lane mileage and PCI figures) and will undoubtedly change as projections are re-calculated. There is also some data that is missing or has been estimated for those jurisdictions where data was not immediately available. The allocation spreadsheet is designed as a sample, in order to assist in the evaluation of the allocation model principles.

From MTC Pavement Management staff's perspective, the "revised" version is preferred over the "original" for the following reasons:

1. California Department of Finance data on population is more recent than census data and is utilized by MTC and other state agencies as a basis for projections and allocation formulas.
2. Lane mileage is a better indication than centerline mileage, of a jurisdiction's pavement maintenance requirements; however, additional analysis should be done on this factor to ensure that certain jurisdictions are not unfairly affected by changing the mileage factor.
3. Applying the "revised" "Performance Measure Scoring Matrix" to jurisdiction's network average PCI level is preferred because the revised matrix does not provide any points to jurisdictions that have a PCI level in the bottom 25th percentile for the region. This enhances the performance measure factor in the allocation model by increasing its incentive value. The PCI scores in the "revised" version are also weighted by each jurisdiction's proportion of lane mileage to the total regional lane mileage, which adjusts the PCI share according to the size of the jurisdiction.

The LS&R Committee will be discussing the changes to the recommended Regional LS&R Fund Allocation Model at its meeting on February 4th. Those who are interested are welcome to attend. Also, I can be contacted at (510) 817-3243 or tromell@mtc.ca.gov with any questions or concerns.

TR

	Total Share	Total Share C
\$	973,357	\$ 965,907
\$	364,432	\$ 317,235
\$	230,064	\$ 177,249
\$	804,945	\$ 849,152
\$	112,383	\$ 77,884
\$	265,692	\$ 195,263
\$	748,714	\$ 799,450
\$	1,049,136	\$ 1,034,485
\$	4,548,725	\$ 4,416,624

	E	F	G	H
	A&C Shortfall Share	Pop Share	Lane Mileage Share	PCI Share
\$	361,512	\$ 53,396	\$ 550,999	\$ -
\$	135,402	\$ 73,183	\$ 84,769	\$ 23,887
\$	64,877	\$ 44,316	\$ 53,097	\$ 14,968
\$	144,924	\$ 280,805	\$ 257,567	\$ 165,856
\$	32,464	\$ 17,008	\$ 28,412	\$ -
\$	63,242	\$ 74,267	\$ 57,756	\$ -
\$	198,792	\$ 257,766	\$ 238,005	\$ 104,886
\$	456,131	\$ 328,239	\$ 250,115	\$ -
\$	1,457,343	\$ 1,128,981	\$ 1,520,719	\$ 309,581

	A	B	C	D
	Shortfall Share	Pop Share	Mileage Share	PCI Share
Solano County	\$ 361,512	\$ 54,101	\$ 509,479	\$ 48,265
Benicia	\$ 135,402	\$ 75,120	\$ 89,557	\$ 64,354
Dixon	\$ 64,877	\$ 45,109	\$ 55,724	\$ 64,354
Fairfield	\$ 144,924	\$ 269,608	\$ 261,705	\$ 128,707
Rio Vista	\$ 32,464	\$ 12,748	\$ 18,906	\$ 48,265
Suisun City	\$ 63,242	\$ 73,417	\$ 64,680	\$ 64,354
Vacaville	\$ 198,792	\$ 245,988	\$ 223,892	\$ 80,442
Vallejo	\$ 456,131	\$ 326,895	\$ 233,643	\$ 32,177
TOTAL	\$ 1,457,343	\$ 1,102,876	\$ 1,457,788	\$ 530,918

ATTACHMENT D

**Approved Programming of Second Cycle STP Funds for Local Streets and Roads
Projects for Solano County for FY 2005-06 and FY 2006-07**

Agency	FY 2005-06	FY 2006-07	Total
Benicia	0	75,000	75,000
Dixon	0	75,000	75,000
Fairfield*	426,000	0	426,000
Rio Vista	0	75,000	75,000
Suisun City	75,000	0	75,000
Vacaville	0	246,000	246,000
Vallejo	313,000	0	313,000
Solano County	129,000	473,000	602,000
TOTAL	\$943,000	\$944,000	\$1,887,000

* Includes \$158,000 "owed" to Fairfield from the 2002 STP/STIP Swap.

ATTACHMENT E

**Proposed Programming of Additional STP Funds for Local Streets and Roads
Projects for Solano County Agencies for FY 2005-06**

Agency	FY 2005-06
Benicia	75,000
Dixon	75,000
Fairfield	250,646
Rio Vista	75,000
Suisun City	75,000
Vacaville	229,466
Vallejo	285,223
Solano County	134,665
TOTAL	\$1,200,000



DATE: March 15, 2005
TO: STA TAC
FROM: Elizabeth Richards, SNCI Program Director
SUBJECT: Lifeline Transportation Funding

Background:

Since the adoption of the 2001 Regional Transportation Plan, MTC has implemented a number of recommendations from both the Lifeline Transportation Network and Equity Analysis reports related to that plan including the expansion of the Low-Income Flexible Transportation (LIFT) Program. This LIFT program has been a key funding source for Welfare to Work transportation projects and projects identified by Community-Based Transportation Plans.

During Phase I of the Transportation 2030, MTC reaffirmed its commitment to Lifeline issues by (a) adopting the Access to Mobility goal which calls on MTC to further advance MTC's understanding and efforts to improve mobility for disadvantaged groups, and (b) dedicating \$216 million of new funds for the mobility needs of low-income communities. These funds were primarily assumed to be generated from Proposition 42 funds which are now not expected to become available until FY2008-09. MTC staff has been actively seeking additional funding to accelerate lifeline funding and has identified potential sources.

Discussion:

New Lifeline funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. MTC staff is proposing that Lifeline funding be distributed to each county through Congestion Management Agencies. The distribution will be based on each county's overall share of the region's poverty population. CMAs would be responsible for issuing the Call for Projects, establishing evaluation criteria jointly with MTC, approve projects for funding and monitor and control projects.

MTC staff has prepared "Draft Guiding Principles for County Lifeline Programs" for FY2005/06 through FY2007/08 (see Attachment A). For Solano, distribution of Lifeline Funds through this proposed process would be advantageous as compared to Solano's LIFT awards through the regional competition of the previous funding cycles. The main outstanding issue between the CMAs, including the STA, and MTC is allowing for reimbursement of the CMAs' administrative costs for this Lifeline Program. Presuming all issues are resolved, the first Call for Projects from the CMAs for Lifeline Funding would be in January 2006.

Recommendation:

Forward a recommendation to the STA Board to authorize the STA to accept management of the Regional Lifeline Program for Solano County subject to MTC providing administrative funds to offset the cost to manage the program.

Attachment:

- A. MTC Memorandum, Lifeline Transportation Program (March 9, 2005)



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
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Memorandum

TO: Finance Working Group

DATE: March 9, 2005

FR: Connie Soper

W.I.:

RE: Lifeline Transportation Program

The purpose of this memo is to outline MTC staff's proposal for use of new Lifeline Transportation funds. Upon the conclusion of Phase I of the Transportation 2030 Plan, the Commission agreed to dedicate \$216 million in new funds to support lifeline transportation services over the 25-year horizon of the plan. This new funding is one component of MTC's broader Lifeline Transportation Program, which seeks to improve the mobility of low-income individuals through various funding and planning activities.

The new lifeline funds primarily consist of STA Prop. 42 funds, which are not expected to be available until FY 2008-09. In order to move ahead with providing lifeline services, MTC staff has identified **additional** interim funding totaling \$15 million to be used over the next three years, until such time that the STA Prop. 42 funds will be available.

As discussed below, our proposal focuses on directing the funds through the Congestion Management Agencies (CMAs) based on that county's share of the poverty population within the Bay Area. We recommend this approach for several reasons:

- CMAs are directing the Community-Based Transportation Plans in each county, and are well positioned to continue efforts to identify solutions emerging from those plans to be implemented at the local level;
- Models exist for other MTC-related projects (e.g. Transportation for Livable Communities) that allow for regional funds to be administered at the local level;
- CMAs are responsible for the oversight of a variety of transportation fund sources, which will result in maximum flexibility in use of these funds for lifeline purposes.

Attached, for your review and comment, are two related documents. First, *Draft Guiding Principles for County Lifeline Programs (FY 2005-06 through FY 2007-08)* are provided to clarify program goals and objectives, and to suggest specific guidelines intended to ensure regional consistency among the nine countywide programs. Secondly, the *Draft Interim Lifeline Transportation Program Implementation Plan* specifies steps needed to authorize the use of designated funds for the Lifeline Transportation Program, and to transition the funding arrangements to the CMAs.

I will attend your upcoming meeting to receive any comments you have on these proposed documents.

DRAFT GUIDING PRINCIPLES FOR COUNTY LIFELINE PROGRAMS

FY 2005-06 through FY 2007-08

Program Goals: The county programs are established to fund projects that result in improved mobility for low-income residents of the counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, community-based organizations and community stakeholders, and outreach to underrepresented stakeholders.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan, or are otherwise based on a documented statement of needs within the designated communities of concern.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, capital improvement projects. Transportation needs specific to elderly and disabled residents of low-income communities will also be considered when funding new programs.

Program Administration: The county Lifeline Program will be administered by the Congestion Management Agencies (CMAs) for a minimum of three years (FY 2005-06 through FY 2007-08). Upon completion of the three-year period, CMAs and MTC will jointly conduct an evaluation to assess program results, and to recommend a long-term strategy for administration of the Lifeline Program.

Multi-Year Programming: CMAs will conduct a one time multi-year programming cycle to select projects for funding within their respective counties.

Competitive Process: For the county programs, funds must not be allocated by formula to subareas within the county. Projects must be selected through an open, competitive process in order to fund those projects that best exemplify the program principles and result in the greatest community benefit.

Grant Application: To ensure a streamlined application process for sponsors, a universal application form (or standard format and content for project proposals) will be developed jointly by MTC and CMA staff, but may be modified as appropriate by the CMAs for inclusion of county-specific grant requirements. The "call for projects" for the county programs should be coordinated as closely as possible. This may mean that all "call for projects" may occur at the same time.

Program Match: A local match of a minimum of 20% of the total program cost is required; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost. Project sponsors may use other local funding sources (Transportation Development Act, operator

controlled State Transit Assistance, local sales tax revenue, etc.) to meet the minimum 20% matching fund requirement. In addition, the required match can include other *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services, Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

While individual fares (i.e. fare box revenue) may not be used to meet the minimum matching fund requirement, revenues resulting from service agreements or contracts may be counted as matching funds.

Evaluation Criteria: Standard evaluation criteria will be jointly developed by MTC and CMA staff for use by the CMAs in selecting projects. Additional criteria may be added to the county program but should not replace or supplant the regional criteria. CMA staff will review the proposed county program criteria with MTC staff to ensure consistency and to facilitate coordination among county programs.

Project Selection/Draft Program of Projects: The CMAs shall include outside interests and other agencies (e.g. local department of social services, transit agencies and other transportation service providers, local community-based organizations, etc.) as part of the project review and evaluation process.

Funding: MTC will confirm project/applicant eligibility, and assign appropriate fund source for each project. If CMAQ (or JARC) funds are used, MTC will program the project into the TIP. If STA funds are used, MTC will either allocate funds directly to transit agency or other eligible entity, as applicable, or will enter into a funding agreement with the CMA for transfer of the funds. Projects funded must meet the requirements of the respective source of funds.

Project Delivery: All projects funded under the county programs will be subject to MTC obligation deadlines and project delivery requirements. All projects will be subject to a “use it or lose it” policy. Unclaimed Lifeline funds would be returned to the respective CMAs for reprogramming.

CMA Board Adoption: Projects recommended for funding must be submitted to and approved by the CMA governing board. The CMA governing board shall resolve that approved projects not only exemplify Lifeline Program goals but that the local project sponsors understand and agree to meeting all project delivery and funding match and obligation deadlines.

Project Monitoring and Control: The CMAs will be responsible for monitoring projects funded under the county programs and ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, the CMAs will provide quality control over funded projects, and at a minimum, ensure that projects substantially carry out the scope described in the grant applications. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals. Specific performance objectives for the program will be developed in consultation with MTC staff, to ensure their consistency and relevance.

DRAFT Interim Lifeline Transportation Program Implementation Plan

The following steps describe the process to facilitate the use of interim lifeline transportation funds. These funds are provided in addition to the \$216 million dedicated through Transportation 2030 for the Lifeline Program, and are intended to serve as a “bridge” for three years, until the Prop. 42 funds are expected to be available to meet this long-term commitment.

1. In order to promote program flexibility, MTC will attempt to maximize the use of STA funds for the lifeline program. If possible, MTC will “swap” with other projects more appropriate for CMAQ, or consider using some STP Exchange funds. At present, the assumption is that the following funds will be available:

Fund Source	Amount
FY 2004-05 to 2005-06 CMAQ	4,045,000 (via Express Bus “swap” with RM-2)
FY 2004-05 STA Excess Generations	1,569,862
STA Balance	4,000,000 (via TransLink® “swap” with RM-2)
LIFT STA 06-07	1,000,000
CMAQ Cycle 3 *	3,385,138
LIFT STA 07-08	1,000,000
TOTAL	\$15,000,000

*Further discussion is needed prior to finalizing funding for the third year of interim funding (FY 07-08). One potential source of funds would be to use a portion of 3rd cycle CMAQ funds which are currently uncommitted and unprogrammed. The priorities for 3rd cycle STP/CMAQ programming will be discussed in summer 2005.

2. Staff will develop a recommendation for the Programming and Allocations Committee (PAC) April meeting to amend MTC Resolutions 3615 and 3625 to revise eligible use of CMAQ funds and programming of CMAQ funds for the lifeline program. MTC’s Fund Estimate and STA Program of Projects for FY 2005-06 will also reflect use of STA funds this purpose. Prior to presentation to PAC, staff will review this proposal with the Transit Finance Working Group, PTAC, and CMA Directors.

Staff is also developing policy guidelines for the transition of the Lifeline Program to the CMAs. These would be reviewed by MTC’s Planning and Operations Committee (POC) in either April or May 2005, and will first be reviewed in draft form by the same groups named above, as well as the Welfare-to-Work Transportation Working Group, and the Minority Citizens Advisory Committee.

3. It is MTC’s goal to minimize any administrative burden associated with oversight of the program, and to maximize use of the funds for direct services. All interim lifeline funds will be available for direct services, and not used to cover costs that may be incurred by the CMAs in administering this program. The cost to administer the program will be considered as part of the program evaluation to be conducted upon completion of the three-year cycle.

4. MTC staff recommends a one-time programming process for use of **all** the funding, according to the following schedule:

January 2006: CMAs will issue a Call for Projects to solicit new lifeline projects. Selection of projects will be consistent with program guidelines (still under development). The Call for Projects will assume three years funding, as the third cycle CMAQ will likely be completed.

April 30, 2006: CMAs will provide MTC with prioritized lists of projects for funding.

May-June 2006: MTC will confirm project/applicant eligibility, and assign appropriate fund source for each project. If CMAQ funds are used, MTC will program the project into the TIP, considering advance time needed for public review and comment, etc. If STA funds are used, MTC will either allocate funds directly to transit agency or other eligible entity, or will enter into a funding agreement with the CMA to authorize use of those funds.

July 2006: CMAs will execute contracts/funding agreements with project sponsors other than those receiving CMAQ or STA funds through direct allocation.

5. CMAs are responsible for programmatic and fiscal oversight of new lifeline projects. CMAs are expected to regularly report upon the progress of the projects with relevant stakeholders, and to collect basic performance measures in order to measure the effectiveness of the program projects.

6. Upon conclusion of the three-year interim Lifeline Transportation Program funding cycle, MTC and CMAs will jointly conduct a program evaluation to report on the results of the program, and to recommend future funding and programmatic oversight for the \$216 million dedicated to the program.



DATE: March 14, 2005
TO: STA TAC
FROM: Daryl Halls, Executive Director
RE: Summary of STA Board Policy Direction Pursuant to Issues Presented and Discussed at STA Board Retreat of February 17, 2005

Background:

On Thursday, February 17, 2005, the STA Board held a retreat at the Travis Credit Union in Vacaville. All eight STA Board Members and five Board Alternates were in attendance. Interested members of the STA TAC, Transit Consortium and the public also attended. At the meeting, STA staff provided informational presentations on the following nine specific topic areas:

1. Setting the Stage and Progress Report on STA's Overall Work Program (OWP)
2. Development of a Five-Year Vision for the Solano Transportation Authority
3. Overview of STA's Roles and Responsibilities as the Congestion Management Agency (CMA) for Solano County
4. Initiation of Regional Traffic Impact Fee Study
5. Initiation of Transit Consolidation Study
6. Implementation of Transportation for Livable Communities (TLC) Program Countywide – Improving the Linkages and Coordination Between STA's Transportation Planning and Local Land Use Planning
7. Acceleration of Project Development and Project Delivery
8. Setting Near Term Priorities for Funding Priority Projects
9. Follow up to Measure A – Development of an Expenditure Plan of Critical Projects that Require a Local Funding Source

Discussion:

At the retreat, members of the STA Board and Board Alternates provided comments and asked various questions regarding the topics presented by staff. Based on these comments, staff prepared a list of specific recommendations and proposed next steps for consideration by the STA Board at their meeting of March 9, 2005.

DEVELOPMENT OF A FIVE-YEAR VISION FOR THE STA

At the request of the STA Board, a draft Five-Year Vision for the STA was presented at the retreat. Due to the number of topics agendized for the discussion at the retreat, there was not an opportunity for Board discussion or feedback to staff. Staff recommended and the Board approved designating the Executive Committee to review and provide recommendations pursuant to the Draft Five-Year Vision for the STA prepared by the

Executive Director for consideration by the STA Board in conjunction with the update of the STA's Overall Work Program (OWP) for FY 2005/06 and FY 2006/07.

STA'S ROLES AND RESPONSIBILITIES AS THE CMA FOR SOLANO COUNTY
Dan Christians, Director for Planning, provided a presentation on this topic. Members of the STA Board discussed the pros and cons of modifying the STA's policies and goals for the Congestion Management Plan (CMP). There was an interest expressed in planning to achieve a Level of Service (LOS) better than E, but not to require this as part of the CMP. Several members expressed an interest in planning for LOS D or better as part of the corridor study process, rather than through the CMP.

INITIATION OF REGIONAL TRAFFIC IMPACT FEE STUDY

Dan Christians, Director for Planning, also provided a presentation on this topic. Some of the comments and concerns expressed included: the timing of the study in relationship to other STA efforts such as a follow up effort to Measure A and the transit consolidation study, the potential impact on the affordability of housing, and the impact on local impact fees already in place. A couple of members expressed an interest in exploring this topic. The overwhelming majority opined that the STA should not move forward with phase 1 of a Regional Traffic Impact Fee Study as part of the current overall work program. The Board voted to table initiation of the Regional Traffic Impact Fee Study as part of the STA's OWP for FY 2004/05 and FY 2005/06.

INITIATION OF TRANSIT CONSOLIDATION STUDY

Elizabeth Richards, SNCI Program Director, provided a summary of Solano County's current transit system and how it is governed, managed, and where it operates. Comments from Board Members on this topic varied. Some of the sentiments expressed included the following:

- Striving for convenient and seamless transit service
- Reasonable service throughout all of Solano County
- Developing goals and objectives for the various segments of the population to be served (commuters, seniors, disabled, transit dependent, and school children)
- The potential benefit of consolidation saving money resulting in more service
- The potential benefit of a consolidated transit agency more effectively securing federal, state and regional transit funds
- Protecting local transit service and local control
- Balancing the protection of local control of local transit service with improved connectivity and coordination for intercity service

Board Members also expressed several suggestions pertaining to the process and scope of work for the study. These included the following:

- Evaluate consolidation of intercity transit, intercity paratransit service, and local transit service
- Include as an option for full consolidation of all transit services with options to peel off specific or local services
- Include option with no changes to existing service
- Provide option for local agencies to opt out of consolidated transit service
- Consider impact of school bus service on local transit service

On March 2, 2005, the STA Board's Executive Committee met and recommended that prior to the initiation of the transit consolidation study that the Board discuss and adopt a set of principles and goals to guide the implementation and development of the study. The STA Board authorized the development of a scope of work for the study. As part of this action, the Board directed staff to agendize for STA Board discussion the establishment of criteria and principles to guide the implementation and development of the study.

IMPLEMENTATION OF TLC PROGRAM COUNTYWIDE

STA staff and James Corless, MTC, provided presentations on STA's and MTC's efforts to improve the linkages and coordination between transportation planning and local land use planning. The comments provided by Board Members were as follows:

- Need to have every city represented and involved in this process
- Continue to use incentives (carrot) versus disincentives (stick) approach
- Support for the STA to continue to assist local agencies in designing, funding and implementing their TLC projects

The STA Board approved continuing to implement the County TLC Plan as outlined in the Board adopted T-Plus work plan for FY 2004/05 and FY 2005/06.

ACCELERATION OF PROJECT DEVELOPMENT AND PROJECT DELIVERY

Mike Duncan, Director for Projects, presented a summary of the STA's project delivery activities. The Board Members discussed the criteria for evaluating projects as candidates for Project Study Reports (PSRs). Sample criteria mentioned included: economic vitality and benefit, speed of project delivery, ability to fully fund the project, and social issues and benefits. The general consensus was that criteria for evaluation of future candidate projects should be discussed and developed prior to the STA Board prioritizing the list of candidate projects for future PSRs.

The STA Board authorized staff to develop criteria for STA Board consideration to guide the evaluation and prioritization of candidate projects for PSRs to be undertaken by the STA and/or Caltrans.

SETTING NEAR TERM PRIORITIES FOR FUNDING PRIORITY PROJECTS

Mike Duncan, Director for Projects, also presented this topic. The two comments provided were a request for future consideration for ferry service to Benicia in partnership with Vallejo's effort to expand its ferry service, and strategies to swap funds to help fully fund and complete projects.

The Board approved agendizing for review and reconsideration the funding of priority projects.

FOLLOW UP TO MEASURE A

Staff provided a summary of the Measure A election results and asked the Board to provide direction regarding a follow-up effort. Board Members provided the following comments:

- STIA should survey the public/voters and move forward with a follow up effort
- Concern about continuing distrust of government
- Need to pay attention to cities where Measure A did not pass
- Should consider addressing both transportation and regional parks together and providing incentives for cities to link transportation improvement to land use
- Focus on obtaining support on 3% needed for passage
- Narrow down the list of projects to those that have overwhelming support – such as I-80/680 – don't increase the list of projects
- 64% support is not a failure, STA has developed some trust with the public and we should cautiously move forward with a follow up measure
- Interested in local transit linkages to the Capitol Corridor

As reported in the local media, Barbara Kondylis, Chairwoman for the Solano County Board of Supervisors, presented a copy of a platform titled, “Sensible Transportation Platform for Solano County” on behalf of the community group called “Fair and Safe Traffic Solutions.” This proposal will be forwarded to the STIA Board for review and discussion.

The STA Board approved requesting the Local Funding Committee develop for consideration by the STIA Board a schedule for development of an expenditure plan for a local sales tax measure.

Recommendation:

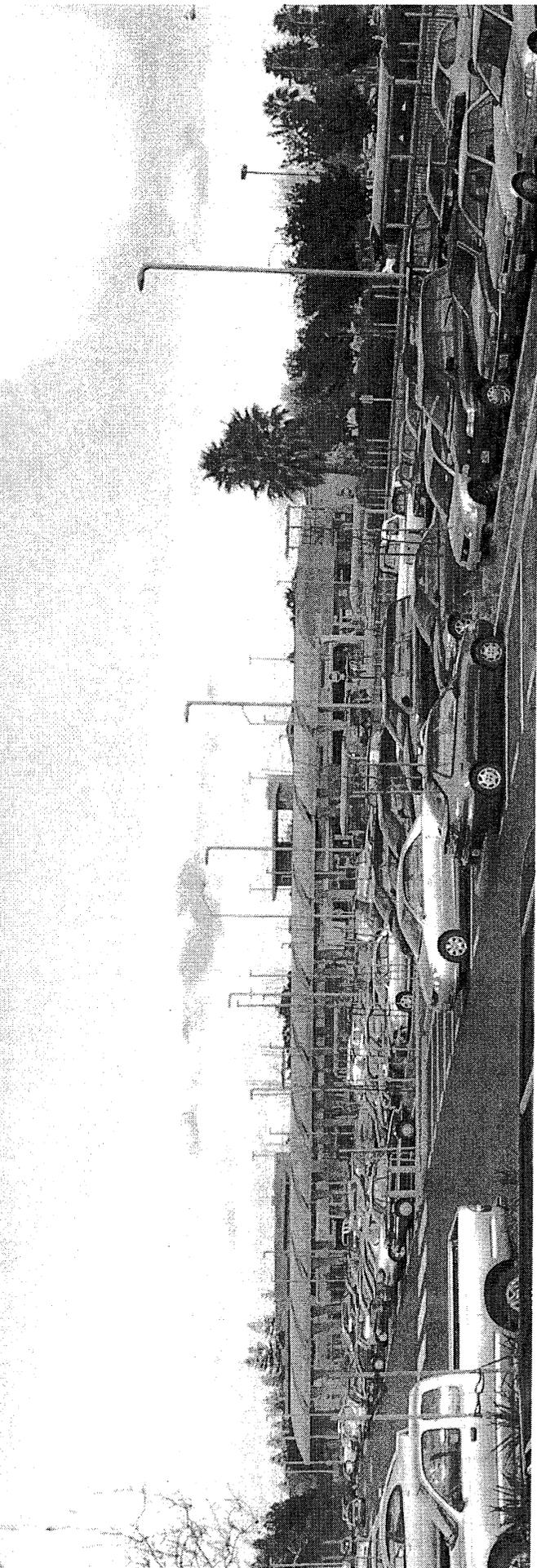
Informational

Attachments:

- A. Listing of Topics and Next Steps Discussed at STA Board Retreat of Thursday, February 17, 2005 and Presented to Board on March 9, 2005

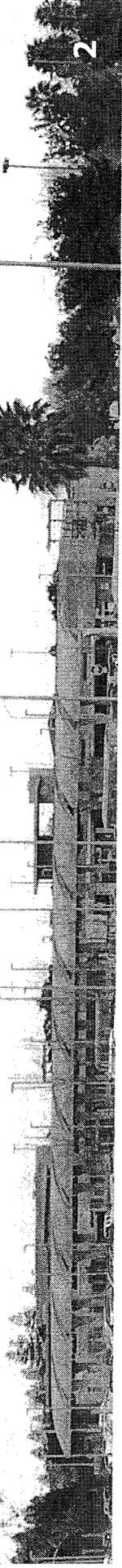
Highlights from the STA Board Retreat

March 9, 2005
Solano Transportation Authority Board Meeting



Topics

- Setting the Stage
- Progress Report on STA's Overall Work Program (OWP)
- Development of a Five-Year Vision for the Solano Transportation Authority (STA)
- Overview of STA's Roles and Responsibilities as the Congestion Management Agency (CMA) for Solano County
- Initiation of Regional Traffic Impact Fee Study
- Initiation of Transit Consolidation Study
- Implementation of TLC Program Countywide
Improving the Linkages and Coordination Between STA's Transportation Planning and Local Land Use Planning
- Acceleration of Project Development and Project Delivery
- Setting Near Term Priorities for Funding Priority Projects
- Follow Up to Measure A
Development of an Expenditure Plan of Critical Projects that Require a Local Funding Source.



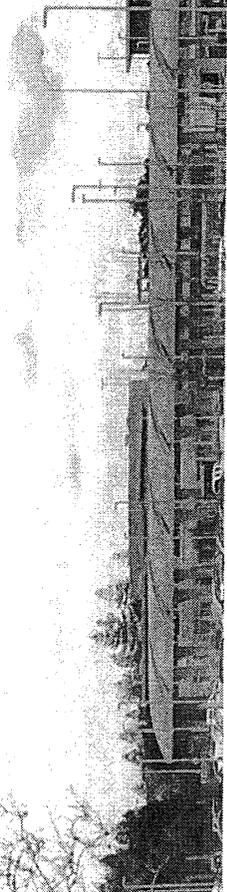
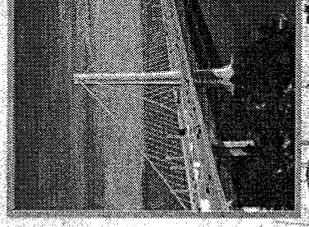
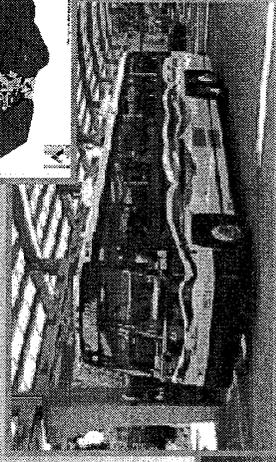
Setting the Stage

- Problem: \$3,653.0 M CTP Funding Shortfall
- Transportation Sales Tax Measures E and A failed passage
- Cannot fund numerous projects without local funding source
- Passage of Regional Measure 2 (RM2)
- Projected Bay Bridge shortfall of \$3.3 Billion

STTA

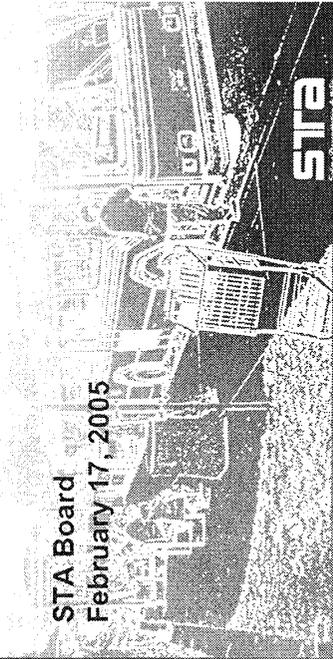
Setting the Stage

Progress Report on STA's
Overall Work Program (OWP)



Transit Consolidation Study

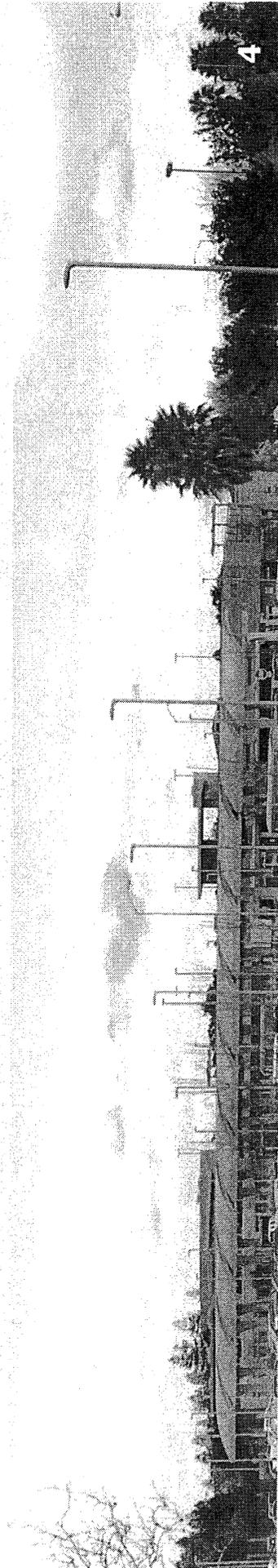
Initiation of
Transit Consolidation Study



- Goals & objectives for transit services?
- Concerns/opposition/obstacles to transit consolidation?
- What level of transit service to study: intercity/express bus and/or ferry, local bus, local and/or intercity paratransit, and/or subsidized taxi?

Recommendation:

Authorize the Executive Director to develop a scope of work for the Transit Consolidation Study for Solano County



Implementation of TLC Program

Implementation of TLC Program
Countywide/Improving the Linkages
and
Coordination Between STA's Transportation
Planning and Local Land Use Planning



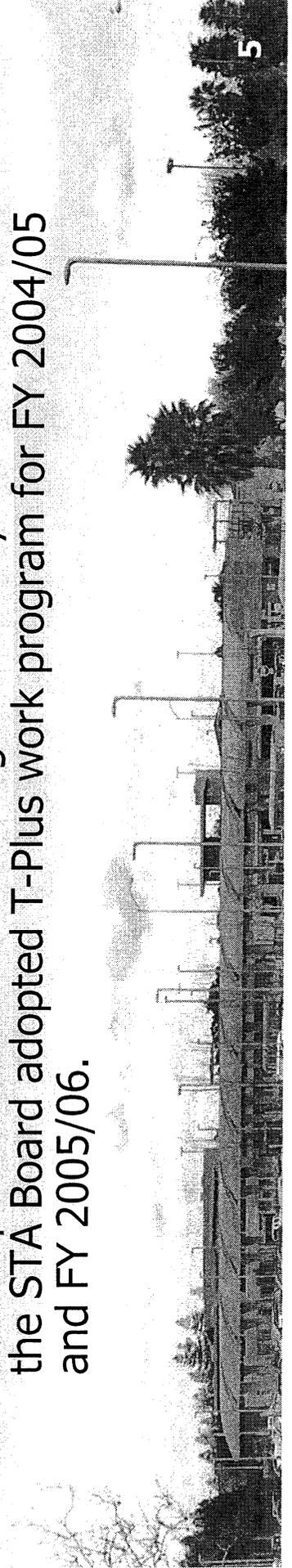
STA Board Retreat
February 17, 2005



- What are Solano County's goals and objectives in the subject matter of improving coordination between countywide transportation planning and local land use planning?
- Now that the STA adopted the Countywide Transportation for Livable Communities Plan for Solano County, what is the appropriate role for the STA in the continuing discussions and implementation of coordinating transportation and land use planning?
- How can the STA assist its member agencies in the implementation of their TLC projects and plans identified in the TLC Plan?

Recommendation:

Initiate implementation of TLC Program Countywide as outlined in the STA Board adopted T-Plus work program for FY 2004/05 and FY 2005/06.



Regional Traffic Impact Fee

Regional Traffic Impact Fee Study

STA Board Retreat
February 17, 2005



- Should the STA study the potential benefits and options for a regional traffic impact fee as a potential mitigation for future impacts of development on a countywide transportation system?
- Should such a regional traffic impact fee be collected and allocated on a countywide basis or along specific corridors or within specific subareas of the county? Should the traffic impact fee be allocated only to highway and roadway facilities or should they include transit facilities?
- What are the concerns/obstacles pertaining to evaluation and implementation of a regional traffic impact fee?

Recommendation:

Table initiation of Regional Traffic Impact Fee Study as part of STA's Overall Work Program (OWP) for FY 2004/2005 and FY 2005/06.

Accelerated Project Development & Delivery

Acceleration of
Project Development and
Project Delivery

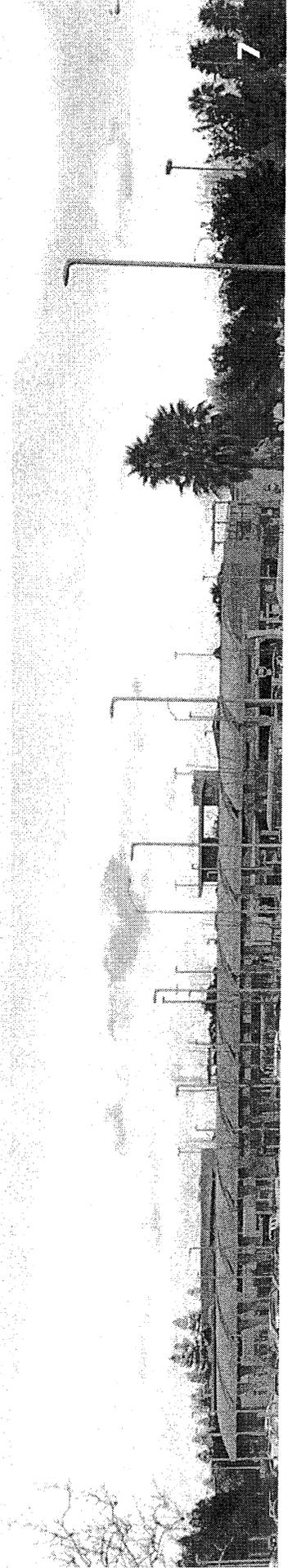
STA Board Retreat
February 17, 2005



- What additional criteria should be used to identify projects as candidates for project development and delivery?
- What specific project development and delivery activities should the STA undertake to accelerate the delivery of projects?

Recommendation:

Authorize staff to develop criteria for STA Board consideration to guide the evaluation and prioritization of candidate projects for Project Study Reports (PSRs) to be undertaken by the STA and/or Caltrans.



Setting Funding Priorities

Setting Near-Term Priorities
for Funding Priority Projects

STA Board Retreat
February 17, 2005



- Are there projects from the CTP, or other projects, that should be prioritized for Federal, State and/or Regional funding?
- Should the list of Priority Projects be narrowed to ensure full funding and construction in a timely manner (such as the previous focus on SR 37)?
If so, what criteria should be used to narrow the list?
- How should the STA and Solano County agencies position and prioritize projects to obtain larger amounts of Federal, State and Regional funding?

Recommendation:

Request staff agendize the funding of priority projects for review and reconsideration by the STA Board at a future meeting, following the adoption of the update to the Comprehensive Transportation Plan.

Follow up to Measure A

- Should there be a follow up effort to Measure A to place an expenditure plan on the ballot before Solano County voters?
- In January, the STA's consultant identified several issues to be discussed and addressed before placing a follow up measure on the ballot. Which Issues are important and how should the STA proceed to address these issues in a proactive and productive manner?
- What are the next steps in this process and should the STA set aside the resources for a follow up effort (i.e., expenditure plan, programmatic EIR update, public input)?

Recommendation:

Request the Local Funding Committee develop for consideration by the STIA Board a schedule for development of an expenditure plan for a future local sales tax measure.

Follow Up to Measure A

Development of an Expenditure Plan of Critical Projects that Require a Local Funding Source

STA
Solano Transportation Authority

Five-year Vision

Development of a Five-Year Vision for
the STA

STA Board Retreat
February 17, 2005

- "Solano County will be the model for the Bay Area and the State of California for how a growing suburban county conducts countywide transportation planning in coordination with local land use planning."
- "The STA will become a Project Delivery Machine so Solano County can partner with Caltrans to accelerate the delivery of critical improvements on I-80, I-680, I-780, SR12, SR113, and SR29."
- "A Multimodal County that provides transportation and commute alternatives for all of Solano County residents."

Recommendation:

Designate the STA Board's Executive Committee to review and provide recommendations pursuant to the Draft Five-Year Vision for the STA prepared by the STA's Executive Director for consideration by the STA Board in conjunction with the update of the STA's Overall Work Program for FY 2005/06 and FY 2006/07.



DATE: March 13, 2005
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Legislative Update – Proposed FFY 2006 Federal Budget
and TEA-21 Reauthorization Update

Background:

Most major highway and transit projects have been funded since 1991 through the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) or its successor, the Transportation Equity Act for the 21st Century (TEA-21). On September 30, 2003, TEA-21 expired and the Federal government has failed to pass a new authorization bill since that time. Since September 2003, transportation projects have received Federal funds through the annual Federal appropriations process.

Discussion:

PROPOSED FEDERAL BUDGET FOR FFY 2006

On February 7, 2006, President Bush released his proposed budget for FFY 2006, including a 0.8 percent increase for highway funding and 1.8 percent increase for transit funding over the FFY 2005 actual funding levels enacted by Congress. Although the proposed budget provides \$34.7 billion for highways and \$7.8 billion for transit, the budget does not keep pace with inflation.

The President's proposed budget recommends significant changes to some transit programs (see Attachment A). The most dramatic proposal in the budget is the elimination of funding for Amtrak. The funding elimination is designed to force Congress to make a decision about the future of Amtrak and whether continued funding for the national passenger rail system will be a Congressional priority.

Congress is supposed to enact annual appropriations bills no later than September 30th of each year; however, this deadline is seldom met with continuing resolutions necessary to provide Federal funding until the appropriations bills are passed. For the current fiscal year that ends on September 30, 2005, transportation appropriations were approved in December 2004 as part of an omnibus appropriations bill.

TEA-21 REAUTHORIZATION

As part of the President's proposed FFY 2006 budget for transportation, support was given for a six-year transportation bill that provides \$284 billion in total obligations, an increase of \$28 billion over the administration's original proposal. This amount coincides with the House of Representatives proposal and with the amount of a tentative

agreement between the House and the Senate Committees. The President's support is for a six-year bill starting in FFY 2004. Since the first two years of the reauthorization bill are basically gone (FFY 2004 and FFY 2005), the actual amount for the four remaining years would be approximately \$199 billion, or \$50 billion per year.

The House bill includes earmarks of \$21.85 million for the I-80/I-680/SR12 Interchange and \$4.0 million for access improvements from Jepson Parkway to Travis AFB. Action by the Senate is not expected until mid-April.

Recommendation:

Informational.

Attachments:

- A. MTC Memorandum, Proposed Federal Budget – FY 2006 (March 9, 2005)
- B. MTC Memorandum, TEA-21 Reauthorization Update



METROPOLITAN
TRANSPORTATION
COMMISSION

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101 Eighth Street
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Memorandum

TO: Finance Working Group

DATE: March 9, 2005

FR: Rebecca Long

RE: Proposed Federal Budget – FY 2006

President's Budget Indicates Administration's Support for TEA 21 Reauthorization Funding Level: \$283.9 Billion Over Six-Year Period (FY 2004-2009)

On February 7, President Bush released his proposed budget for FY 2006. The budget proposes \$34.7 billion for highways and \$7.8 billion for transit. In comparison to FY 2005 enacted levels, these amounts represent a 0.8 percent growth in the highway program and a 1.8 percent increase for transit. In addition, the budget reflects the Administration's support for a six-year surface transportation bill that provides \$284 billion in total obligations, a \$28 billion increase from the Administration's original proposal. However, given that Congress has already appropriated funds for both FY 2004 and FY 2005, the new amount proposed is \$199 billion over the next four years. This leaves an average of about \$50 billion annually in total highway and transit funding between FY 2006-2009, although the amounts would likely be structured to allow for an annual increase and result in a final funding level in FY 2009 above \$50 billion.

The House Transportation and Infrastructure Committee leadership has reintroduced its TEA 21 reauthorization bill at the funding levels proposed by the Bush Administration. It is unclear whether the Senate leadership will follow a similar path or hold out for the higher funding level that it approved in its reauthorization vehicle last year. The latest TEA 21 extension expires on May 31, 2005.

Budget Proposes Major Restructuring of Transit Program

The President's budget proposes a slight 1.8 percent increase in transit funding over FY 2005. The table on the next page provides additional details by program area. Notably, the budget continues the precedent set in last year's appropriations act to reduce the General Fund's contribution to transit. Specifically, transit would receive 88 percent of its funds from the Mass Transit Account of the Highway Trust Fund, instead of the standard 80 percent during TEA 21, with the remainder to come from the General Fund. However, the General Fund contribution is *not* guaranteed in the proposed budget. Ensuring that *all* funding is guaranteed in the reauthorization of TEA 21, as was the case in last year's House bill, will be critical to protect transit.

Broader Eligibility for New Starts Program The President's budget proposes a number of significant changes to the transit program, many of which were included in the Administration's reauthorization proposal, SAFETEA, including expanding eligibility for New Starts funding to smaller, non-fixed guideway "corridor systems and extensions" and renaming the program "Major Capital Investment Grants." The budget would increase this funding by \$92 million, or 6 percent, over FY 2005 for a total of \$1.5 billion, as a way to address the broader project eligibility. While this modest increase in funding is welcome, it falls far short of the amount needed to adequately accommodate non-fixed guideway projects from this already oversubscribed fund source. Consistent with our adopted 2005 Legislative Program, MTC should oppose this proposal unless additional funding is provided.

Summary of Administration's FY 2006 Proposed Budget for Transportation

Program	FY 2005 Appropriation (Millions)	FY 2006 Administration Budget Request (Millions)	Change FY 2005 to FY 2006 (Percent)
Total Highway Program (Obligation ceiling)	34,266.00	34,700.00	0.8%
Amtrak	1,200.00	---	-100%
Total Transit Program	7,646.34	7,780.80	1.8%
Formula Total	3,999.92	6,134.80	53.4%
UZA Formula	3,593.20	3,697.30	2.9%
Rural Formula	250.89	392.60	56.5%
Elderly and Disabled	94.53	95.10	0.6%
Clean Fuels	49.60	---	-100.0%
Alaska Railroad	4.81	4.80	-0.2%
Rural Transportation Accessibility	6.89	7.00	1.5%
Fixed-Guideway Modernization	In Capital	1,326.80	10.1%
National Transit Database	In Research	3.90	---
Altoona Bus Testing Facility	In Research	3.50	---
Job Access and Rev. Commute	In JARC	163.90	32.2%
New Freedom Initiative	---	158.40	---
Research	In Research	53.80	---
Planning	In Planning	122.70	---
National Parks Legacy	---	30.00	---
Intermodal Passenger Facilities	---	75.00	---
Capital Investment	3,312.11	1,562.50	-52.8%
New Starts	1,437.83	1,531.25	6.5%
Fixed-Guideway Modernization	1,204.68	In Formula	---
Bus and Bus Facilities	669.60	---	-100.0%
Planning	In Planning	31.25	---
Planning	72.42	In Formula	---
Research	54.56	In Formula	---
Job Access and Reverse Commute	124.00	In Formula	---
University Centers	5.95	In Formula	---
FTA Operations	77.38	83.50	7.9%

Source: American Public Transportation Association, *Transportation Weekly*

Elimination of Bus & Bus Facilities and Clean Fuels Programs The budget eliminates the stand-alone Bus and Bus Facilities and Clean Fuels programs, shifting these funds instead into the existing formula programs. Specifically, the budget proposes an increase of 6 percent for the Urbanized Area and Nonurbanized Area formula funds, for a total of \$4.1 billion. In addition, the Fixed Guideway Modernization program is proposed to grow by 10 percent, from \$1.2 billion in FY 2005 to \$1.3 billion in FY 2006. Because the region's rehabilitation needs are so great, these Urbanized Area formula funds are used solely for rehabilitation. This means that the Bus and Bus Facilities and the Clean Fuels program are currently the *only* source of federal funds for expansion bus purchases. It is worth noting that both the House and the Senate bills rejected this proposal last year. Consistent with our adopted 2005 Legislative Program, MTC should oppose the elimination of these programs.

Budget Proposes Changes to JARC & Elderly & Disabled Program The budget proposes to convert the Job Access and Reverse Commute (JARC) and Elderly and Disabled programs to state-administered formula programs and provides each with \$95.1 million and \$163.9 million, respectively. This represents a significant 32 percent increase in JARC funding but no increase to the Elderly and Disabled program over FY 2005. While California tends to perform much better under formula programs than discretionary programs, Caltrans would administer these funds as a competitive grant program, and therefore the Bay Area would still have to compete for its share of funding. MTC would have to ensure that policies put in place at the state level provide for the funds to be distributed according to the region's needs.

Finally, the budget restates the Administration's support for a "New Freedom Initiative" — a \$158 million formula program that would supplement the Elderly and Disabled Program to provide competitive grants at the state level for "alternative transportation services so that persons with disabilities have greater access to the workplace." While the proposal is to keep the two programs separate, it is not clear how the types of projects eligible under the New Freedom Initiative would differ from those eligible under the Elderly and Disabled Program.

Budget Proposes to Eliminate Amtrak Funding

The most dramatic transportation proposal in the budget is the elimination of funding for Amtrak. This proposal is designed to force Congress to make a decision about Amtrak's future. While the FY 2004 and FY 2005 budgets provided just enough funding to keep Amtrak alive, these amounts were not enough to enable Amtrak to undertake any substantive reorganization. If Congress decides to keep Amtrak going, they will need to find over \$1 billion from the general fund, no easy task. Also notable, the budget eliminates funding for high-speed rail, noting that "the future of the passenger rail system remains under debate."



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Memorandum

TO: Finance Working Group

DATE: March 9, 2005

FR: Rebecca Long

RE: TEA 21 Reauthorization Update

Signs of Momentum on TEA 21 Reauthorization

The transportation community is anxious to see progress on reauthorization of the Transportation Equity Act for the 21st Century (TEA 21) this year, but given other potential items on the legislative agenda, it is unclear at this stage whether the issue will emerge as a top legislative priority. There are some hopeful signs, however.

On February 9th, the House Transportation and Infrastructure Committee introduced H.R. 3, its new TEA 21 reauthorization proposal. The bill provides \$284 billion over a six-year time frame, FY 2004-2009. House T&I Chairman Don Young indicated that he plans to move the bill through the House floor the week of March 7th, the same week that MTC, along with various Bay Area and Southern California transportation agencies, will be in Washington D.C. for the American Public Transportation Association (APTA) conference and our annual advocacy trip. The Senate has also indicated that it is aiming towards a March 9th markup of its own bill, though at the time of this writing, no Senate bill has been introduced.

Revenue & Expenditure Projections Set Terms of Debate

In late January, the Congressional Budget Office released its official budgetary and economic projections for FY 2006 and beyond. The projections indicate that the Highway Trust Fund (HTF) will take in about \$210 billion over the next five years and \$256 billion over the next six years. This is an increase of approximately \$20 billion over six years mainly due to changes in the American Jobs Creation Act of 2004, which changed the taxation for ethanol-blended fuel by shifting the burden of the subsidy from the Highway Trust Fund to the General Fund. This additional revenue also reflects an anticipated increase in receipts due to changes in the bill to reduce fuel tax evasion.

Since highway and transit projects take several years to spend down their apportionments, the authorization amounts in the surface transportation bill can exceed projected revenues to some extent. The CBO projects that in a five-year bill, transit and highway obligations would total \$225-\$229 billion, while a six-year bill would be approximately \$273-\$277 billion. The range depends on the amount of the General Fund's contribution to the Mass Transit Account.

As shown in the table below, CBO's expenditure projections are also up due to the higher spending levels in the FY 2005 appropriations bill, which forms the baseline of future funding. Note that estimates are given for both a five-year bill as well as a six-year bill since reducing the length of the bill is now under discussion.

Table 1: Comparison of Congressional Budget Office Estimates and Bills Debated in 2004 (5-year vs. 6-year)

	Highway & Transit Obligations (5-year)	Highway & Transit Obligations (6-year)
CBO Estimate (2005)	\$225-229 billion	\$273-\$277 billion
Administration Proposal in 2005	\$242 billion	\$284 billion
House Bill in 2005	\$242 billion	\$284 billion
Senate Bill in 2004	\$259 billion	\$301 billion
Tentative Conference Agreement	\$241 billion	\$284 billion

Source: Transportation Weekly, February 1, 2005

On February 7th, the President introduced his FY 2006 budget and formally indicated his support for a \$284 billion six-year bill. See PTAC Agenda Item 4a for more details on the budget.

CBO Projects Deficit in Mass Transit Account

The CBO projections reveal a potentially significant problem facing the Mass Transit Account (MTA). This is because while transit expenditures are projected to increase at about the same annual rate as highway expenditures (between 1.6 to 1.9 percent), they do not share equally in the new revenue deposited in the HTF. In fact, the MTA receives none of the additional ethanol tax revenues and only 20 percent of the additional HTF revenues resulting from lower fuel tax evasion.

The CBO estimates also reflect the fact that in the FY 2005 budget, Congress abandoned the tradition established in law in TEA 21 to fund 80 percent of the costs of the transit program by the HTF and 20 percent from the General Fund. Instead, as appropriators were no longer bound by the rules of TEA 21, they reduced the General Fund's share to 12.5 percent, with the HTF assuming the difference. This resulted in a six percent increase for transit overall, but a *16 percent* increase in HTF outlays dedicated to transit. CBO then used this as the baseline for its projections of future transit spending from the HTF, leading to a projected deficit in the first half of 2007, which grows to almost \$5 billion at the end of FY 2010.

This is just one of many issues that Congress will need to address as it takes up surface transportation reauthorization again this spring.

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DATE: March 15, 2005
TO: STA TAC
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Progress Report for SR 12 Transit Corridor Study

Background:

The STA Board included the State Route (SR) 12 Transit Corridor Study as a Priority Project to be conducted during FY 2004-05. This study was recommended by various transportation studies recently completed by the STA. This transit study will also complement the Rio Vista Transit Study and the Fairfield/Suisun Short Range Transit Plan that are expected to be completed by the beginning and end of 2005 respectively.

In 2001, the State Route 12 Major Investment Study identified the need for future transit service (in addition to various recommended short and long term corridor improvements) to provide an alternative mode of travel along the corridor from Rio Vista to Fairfield, with connections to the Capitol Corridor and the Fairfield Transportation Center. The Napa Solano Passenger Rail Feasibility Study recommended that bus service between Fairfield and Napa be implemented initially before any future long-term rail system is considered. Finally, the I-80/I-680/I-780 Transit Corridor Study and Solano Comprehensive Transportation Plan both recommended that a SR 12 Transit Corridor Study be conducted.

All of these plans and studies assumed that future transit services would be needed to complement the new roadway improvements being planned to accommodate vehicles, trucks and buses along the entire corridor including 4-lanes between Fairfield and Napa, four lanes in Rio Vista and certain safety and operational improvements in each of the three corridor cities as well as in the unincorporated portions of the corridor between Suisun City and Rio Vista.

Current morning peak hour direction traffic (westbound) along the SR 12 corridor averaged approximately 1,500 vehicles in 2000 within the most heavily traveled segments of the corridor between Rio Vista and Suisun City and about 1,300 vehicles (westbound) at the Solano/Napa county line. Future projected peak hour direction traffic (by 2030) is expected to increase in the peak hour direction to an average of approximately 2,500 peak hour vehicles in the incorporated areas of Rio Vista and Suisun City and to over 3,000 peak hour direction vehicle trips between Fairfield and Napa.

Based upon the various STA and local transit studies prepared in the past couple of years and the projected increase in population, jobs and travel demand along the SR 12 corridor, daily transit service (at least between Rio Vista-Suisun City-Fairfield-Napa) is anticipated to be needed starting in the next two to five years. Currently, there is no daily

transit service along the SR 12 corridor connecting Fairfield and Suisun City to Napa or Rio Vista to Fairfield and Suisun City.

On January 12, 2005, the STA Board authorized the Executive Director to enter into a consultant contract with Urbitran Associates, Inc. for an amount not to exceed \$37,000 to conduct the SR 12 Transit Corridor Study.

The SR 12 Transit Corridor Study will include the following major tasks:

1. Stakeholders and Transit Operators Input
2. Proposed Bus Schedule and Phasing Plan
3. Steering Committee and Public Input
4. Implementation Plan, Cost Estimates and Funding Plan

A Policy Steering Committee consisting of members from the cities of Rio Vista, Suisun City, and Fairfield, Napa County cities of American Canyon and Napa, Solano County, the Napa County Transportation Planning Agency (NCTPA), STA and other stakeholders (e.g. Caltrans, San Joaquin County transit operators and San Joaquin County) will be established to provide oversight on the study. The study is expected to take about six months and be completed by Summer 2005.

Discussion:

Staff from STA, NCTPA and Urbitrans, met on January 20, 2005 to begin to discuss the tasks needed to complete the SR 12 Transit Corridor Study. Since then the consultants have been meeting with stakeholders and compiling information from various transit studies, short-range transit plans and other demographic data sources to be compiled into an existing conditions report. Attached is Progress Report as of March 1, 2005 (Attachment A).

The Policy Steering Committee will hold its first meeting on April 7, 2005 at the Western Railway Museum, located a few miles east of Suisun City. This meeting will include both a session on the prioritized highways improvements planned for SR 12 East starting at 11:00 a.m., a lunch from 12 noon to 1:00 p.m., and then a presentation on the SR 12 Transit Corridor Study from 1:00 p.m. to 2:00 p.m. Members of the TAC and the Transit Consortium are invited to attend all or any portions of this meeting.

Three public meetings are also being scheduled later in April or May. Two meetings will be held in Solano County and one in Napa County. Staff and consultants will be confirming the dates and times for these meetings during the next two weeks. Members of the Steering Committee, STA TAC, and Transit Consortium are also invited to attend these public meetings in each of their local communities.

Recommendation:

Informational.

Attachment:

- A. SR 12 Transit Corridor Study, Progress Report as of March 1, 2005

**PROGRESS REPORT
AS OF: MARCH 1, 2005**

PROJECT TASKS	STATUS	NOTES
Task 1: Project Management & Administration	Ongoing	Had on-site kickoff meeting with NCTPA and STA staff on January 20th
Task 2: Existing Conditions	Ongoing	Reviewed background documents; analyzed demographic data for residents along SR 12 corridor; mapping employee residential locations for employers served by SR 12 corridor; conducting stakeholder interviews; evaluating transit demand for SR 12 bus service.
Task 3: Proposed Bus Schedule and Phasing Plan		
Task 4: Steering Committee & Public Input	Ongoing	Preparing project overview and existing conditions information for public kickoff meeting with steering committee
Task 5: Implementation Plan, Cost Estimates, and Funding Plan		

SCHEDULE UPDATE

The following dates are proposed for the upcoming meetings in the first half of the project:

- | | |
|---|---------------------------|
| ▪ Steering Committee, public kickoff meeting: | April 7, 14, or 15 |
| ▪ Steering Committee, review of draft recommendations: | Week of June 27 |
| ▪ Transit Consortium meeting, existing conditions: | March 23 |
| ▪ Transit Consortium meeting, draft recommendations: | Week of June 20 |
| ▪ Technical Advisory Committee, draft recommendations: | Week of June 20 |
| ▪ Public meeting, Napa | Week of May 2 |
| ▪ Public meeting, Fairfield/Suisun | Week of May 2 |
| ▪ Public meeting, Rio Vista | Week of May 2 |

Please contact Jessica Greig if you have any comments or questions on the content of this progress report.



DATE: March 15, 2005
FROM: Dan Christians, Assistant Executive Director/Director of Planning
Robert Guerrero, Associate Planner
TO: STA TAC
RE: Status Report on Countywide TLC Planning Grants for FY 2004-05 and
FY 2005-06

Background:

The STA Board issued a call for projects for Countywide TLC planning grant applications on December 8, 2005. The TLC planning grants are part of the STA's effort to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The Countywide TLC goal is to provide funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

STA staff received a total of five TLC planning grant applications submitted by the cities of Benicia, Fairfield, Rio Vista, Suisun City, and Vacaville for a total requested amount of \$215,000. All projects submitted are consistent with the Solano Countywide TLC Plan and each provides a local match of at least 20% in other funding or in-kind staff hours.

Discussion:

Budget

The Countywide TLC Planning grant program originally was designed to accommodate a total of \$50,000 in planning grants over a two-year period. STA staff is still identifying other funding potential funding sources in the 2004-05 STA budget (as well as the pending 2005-06 STA budget) to augment the TLC planning grant budget.

A final TLC Planning budget is expected to be confirmed as part of the FY 2005-06 STA budget at the STA Board meeting on June 8, 2005.

TLC Planning Grant Requests

The following TLC Planning applications were submitted for this cycle:

<u>Project Sponsor</u>	<u>Project Title</u>	<u>TLC Request</u>
City of Benicia	Benicia Intermodal Transportation Station Final Location Study Project	\$40,000
City of Fairfield	Allan Witt Park Transportation Linkage Design Project	\$50,000
City of Rio Vista	Rio Vista Waterfront Plan	\$50,000
City of Suisun	Transit Center Pedestrian Access	\$50,000
City of Vacaville	Vacaville Creekwalk Extension/Eastern Downtown Vision	\$25,000
<hr/>		Total: \$215,000

Process

Each of the TLC Planning applicants will be invited to make a short presentation at the next Alternative Modes Committee scheduled for 9:30 a.m. on April 28, 2005 at the STA. After the presentations are made and the STA has confirmed a final TLC Planning budget for 2004-05 through 2005-06, a recommendation will be made to the Transit Consortium, TAC, Alternative Modes Committee and STA Board for which TLC planning grants to be awarded for this cycle and for what amount. Staff's intends to recommend as many of these applications as possible, given the limited funds available. When additional planning funds become available, STA will be recommending additional planning grants.

The main purpose of these TLC planning grants is to help make projects more competitive for Regional and Countywide TLC Capital Funds, as well as other fund sources. A call for Regional and Countywide TLC capital funds is anticipated to take place in the fall of 2005. Several other funding opportunities will be available next year as well such as Transportation Development Act (TDA) Article 3 funds, Congestion Mitigation and Air Quality Improvement program (CMAQ) funds, and the BAAQMD Transportation Fund for Clean Air (TFCA) and YSAQMD Clean Air funds to name a few applicable annual transportation fund programs.

Recommendation:
Informational.



DATE: March 15, 2005
TO: STA TAC
FROM: Sam Shelton, Planning Assistant
RE: 2005 Congestion Management Program (CMP) Update Schedule

Background:

Since 1991, California law requires urban areas to develop a Congestion Management Program (CMP) that plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed these standards, based on the STA's Traffic Forecasting Model, are required to create a deficiency plan to meet the mobility standards within the seven-year time frame of the CIP.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's CMPs for consistency every two years.

The STA updated Solano County's current CMP in late 2003 and the STA Board approved the final version in February 2004.

Discussion:

The STA is preparing to update the 2004 CMP with assistance from the STA TAC and the Solanolinks Consortium. The following is a list of tentative dates for the development of the 2005 CMP, with a deadline to submit the final CMP to MTC in October 2005:

March 1, 2005	Begin drafting the 2005 CMP
March 23, 2005	Call for 2005 LOS calculations and other necessary documentation
	<u>Begin reviewing CMP elements:</u>
	Capital Improvement Plan
	Performance Measures (LOS & Transit standards)
	Land Use element
	Trip Reduction and Travel Demand element

June 1, 2005	<u>Due to STA:</u> 2005 LOS calculations and other necessary documentation.
	Comments on CMP elements
June TAC	TAC recommends approval of Draft 2005 CMP
July Board	STA Board approves Draft of 2005 CMP
Late July	Draft CMP due to MTC
August - September	MTC reviews Draft CMP for consistency with 2005 RTP and makes recommendations for final CMP approval
September TAC	TAC recommends approval of Final 2005 CMP
October Board	STA Board approves 2005 CMP
Late October	Final CMP due to MTC

STA staff is requesting TAC members to **submit current LOS calculations** for those portions of the CMP network or intersections, **by June 1, 2005**. These LOS calculations should be based on traffic counts conducted between March through June 2005.

STA will provide a more detailed list of required documentation and information needed from the STA TAC and SolanoLinks Consortium during the month of April to begin the process of developing the Draft 2005 CMP.

Recommendation:

Informational

Attachments:

- A. 2004 CMP LOS Inventory of Solano County Congestion Management System
- B. 2004 CMP Intercity Transit Service Standards
- C. 2005 CMP LOS Report Form

INVENTORY OF SOLANO COUNTY CONGESTION MANAGEMENT SYSTEM

STATE ROADWAY	FROM (PM)	TO (PM)	JURISDICTION	STANDARD	99 LOS	01 LOS	03 LOS
INTERSTATE 80	0	0.933	SOLANO	F	D	D	D
INTERSTATE 80	0.933	1.114	VALLEJO	F	F	F	E*
INTERSTATE 80	1.114	4.432	VALLEJO	F	F	F	D*
INTERSTATE 80	4.432	6.814	VALLEJO	F	C	F	D*
INTERSTATE 80	8.004	10.015	SOLANO	E	D	D	D
INTERSTATE 80	10.015	11.976	FAIRFIELD	E	C	C	D*
INTERSTATE 80	11.976	12.408	FAIRFIELD	E	D	D	D*
INTERSTATE 80	12.408	13.76	FAIRFIELD	F	F	F	D*
INTERSTATE 80	13.76	15.57	FAIRFIELD	F	F	F	D*
INTERSTATE 80	15.57	17.217	FAIRFIELD	F	F	F	E*
INTERSTATE 80	17.217	21.043	FAIRFIELD	F	F	F	E*
INTERSTATE 80	21.043	23.034	FAIRFIELD	F	D	D	D*
INTERSTATE 80	23.034	24.08	VACAVILLE	E	E	E	E
INTERSTATE 80	24.08	28.359	VACAVILLE	F	D	D	D
INTERSTATE 80	28.359	32.691	VACAVILLE	F	C	D	D
INTERSTATE 80	32.691	35.547	VACAVILLE	F	D	E	E
INTERSTATE 80	35.547	38.21	SOLANO	F	D	D	D
INTERSTATE 80	38.21	42.53	DIXON	E	C	C	C*
INTERSTATE 80	42.53	44.72	SOLANO	E	D	D	C
INTERSTATE 505	0	3.075	VACAVILLE	E	B	B	D
INTERSTATE 505	3.075	10.626	SOLANO	E	A	A	A
INTERSTATE 680	0	0.679	SOLANO	F	F	F	F
INTERSTATE 680	0.679	2.819	BENICIA	E	C	C	B*
INTERSTATE 680	2.819	8.315	SOLANO	E	C	C	C
INTERSTATE 680	8.315	13.126	FAIRFIELD	E	C	C	***
INTERSTATE 780	0.682	7.186	BENICIA	E	C	C	***
STATE ROUTE 12	0	2.794	SOLANO	F	C	C	F
STATE ROUTE 12	1.801	3.213	FAIRFIELD	E	B	B	B*
STATE ROUTE 12	3.213	5.15	SUISUN CITY	F	B	B	B**
STATE ROUTE 12	5.15	7.7	SUISUN CITY	F	B	B	B**
STATE ROUTE 12	7.7	13.625	SOLANO	E	B	B	B
STATE ROUTE 12	13.625	20.68	SOLANO	F	B	B	B
STATE ROUTE 12	20.68	26.41	RIO VISTA	E	E	E	E**
STATE ROUTE 29	0	2.066	VALLEJO	E	A	A	A*
STATE ROUTE 29	2.066	4.725	VALLEJO	E	B	B	B*
STATE ROUTE 29	4.725	5.955	VALLEJO	E	C	C	C*
STATE ROUTE 37	0	6.067	VALLEJO	F	B	C	C*
STATE ROUTE 37	6.067	8.312	VALLEJO	E	D	B	B*
STATE ROUTE 37	8.312	10.96	VALLEJO	F	F	F	F*
STATE ROUTE 37	10.96	12.01	VALLEJO	F	F	F	F*
STATE ROUTE 84	0.134	13.772	SOLANO	E	C	C	C
STATE ROUTE 113	0	8.04	SOLANO	E	B	B	B
STATE ROUTE 113	8.04	18.56	SOLANO	E	B	B	B

PM peak hour traffic. Peak flow direction.

*LOS taken from the STA's I-80/680/780 Corridor Study

** Hwy 12 MIS 2001

*** TBD

INVENTORY OF SOLANO COUNTY CONGESTION MANAGEMENT SYSTEM

LOCAL ROADWAY	FROM (PM)	TO (PM)	JURISDICTION	STANDARD	99 LOS	01 LOS	03 LOS
STATE ROUTE 113	18.56	19.637	DIXON	F	F	F	***
STATE ROUTE 113	19.637	21.24	DIXON	F	F	F	***
STATE ROUTE 113	21.24	22.45	SOLANO	E	C	C	C
STATE ROUTE 128	0	0.754	SOLANO	E	C	C	C
STATE ROUTE 220	0	3.2	SOLANO	E	C	C	C
MILITARY WEST							
MILITARY WEST	W. 3RD	W. 5TH	BENICIA	E	B	B	***
PEABODY ROAD	FF C/L	W C/L	SOLANO	E	D	D	E
PEABODY ROAD	VV C/L	CALIFORNIA	VACAVILLE	E	B	A	A
WALTERS ROAD	PETERSEN	BELLA VISTA	SUISUN CITY	E	B	B	***
VACA VALLEY PARKWAY	I-80	I-505	VACAVILLE	E	C	C	C
ELMIRA ROAD	LEISURE TO	CITY LIMIT	VACAVILLE	E	B	B	B
VANDEN ROAD	PEABODY	LEISURE TOWI	SOLANO	D		B	B
INTERSECTION							
PEABODY ROAD AT CEMENT HILL/VANDEN ROAD			FAIRFIELD	E		E	***
WALTERS ROAD AT AIR BASE PARKWAY			FAIRFIELD	E	B	B	***
TENNESSEE STREET AT SONOMA BOULEVARD			VALLEJO	E	D	C	B
CURTOLA PARKWAY AT SONOMA BOULEVARD			VALLEJO	E	C	C	C
MARE ISLAND WAY AT TENNESSEE STREET			VALLEJO	F	D	D	B

Table IV
Intracity Transit Service Standards

Population*	Service Target	Service Type	Headways	Stops	Days	Hours	Minimum Farebox
[Redacted]	Commuters and General Public Lifeline	Fixed Route	1 hour	1/4 mile for 65% of population	6 days/week	6 to 10*	As set by TDA regulations
		Fixed Route	1 hour	1/2 mile for 65% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hour	NA	5 days/week	8 to 5	As set by TDA regulations
		Text Assist	24 hour	NA	5 days/week	8 to 5	As set by TDA regulations
[Redacted]	Commuters and General Public Lifeline	Fixed Route	1 hours	1/2 Mile for 60% of population	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	1 1/2 hours	1/2 mile for 70% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
[Redacted]	Commuters and General Public Lifeline	Fixed Route	1 hours	1/2 mile for 70% of population	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	2 hours	1/2 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
[Redacted]	Commuters and General Public Lifeline	Fixed Route	2 hours	1 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	2 hours	1 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations

*Weekend hours minimum is 8 to 5

Table V
Intercity and Intercountry Transit Service Standards

Population*	Service Target	Service Type	Headways	Stops	Days	Hours	Minimum Farebox
	Commuters and General Public Lifeline	Fixed Route	1 hour	Local service transfer point(s)	6 days/week	6 to 10**	As set by TDA regulations
		Fixed Route	2 hour	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hour	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hour	NA	5 days/week	8 to 5	As set by TDA regulations
	Commuters and General Public Lifeline	Fixed Route	1 1/2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
	Commuters and General Public Lifeline	Fixed Route	2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		Fixed Route	3 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations

* The sum of the population for any two adjacent directly served cities

** Weekend hours minimum is 8 to 5



DATE: March 13, 2005
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: TDA and Gas Tax Contributions for STA for FY 2005-06

Background:

Each year, STA member agencies provide contributions for STA operations from Transportation Development Act (TDA) funds and local gas tax subventions. These two revenue sources, combined with annual congestion management agency funds (federal STP) provided by the Metropolitan Transportation Commission (MTC), have provided the core funding for the STA since its separation from the County of Solano in 1996. The TDA and gas tax revenues fund a percentage of the STA's core operations. These operations include administrative staff, benefits, services and supplies, and a percentage of strategic planning and project development not covered by other planning grants and project revenues.

On January 14, 2004, the STA Board unanimously adopted a policy to index the annual TDA and gas tax contributions provided by member agencies to the STA. The index policy adopted specified 2.7% for TDA and 2.1% for gas tax, both distributed based on population. The indexed rate is linked to the aggregate amount for both TDA and gas tax for Solano County in a given fiscal year. The initial TDA contribution estimate for the subsequent fiscal year is based on the MTC annual TDA fund estimate issued each February. The initial gas tax contribution estimate is based on the prior calendar year actual gas tax revenues for all agencies in Solano County. Both estimates are revised as actual data becomes available and adjustments made for the subsequent fiscal year. The TDA and gas tax contributions are reviewed each year by the TAC and Board as part of the annual budget cycle.

Discussion:

Attachment A is the proposed member agency contributions for both TDA and gas tax for FY 2005-06 and includes the estimates for FY 2005-06 and the adjustments for FY 2004-05. These amounts reflect the increased TDA and gas tax revenues for member agencies. Attachment B shows the calculations for computing the FY 2005-06 contributions and the adjustments for FY 2004-05. Estimates for FY 2005-06 TDA contributions are based on the MTC FY 2005-06 Fund Estimate date February 23, 2005 (see Attachment C). Estimates for FY 2005-06 Gas Tax contributions are based on calendar year 2004 actual revenues (see Attachment D). If the actual amounts vary for FY 2005-06, adjustments will be made for FY 2006-07.

Recommendation:

Informational.

Attachments

- A. FY 2005-06 TDA and Gas Tax Contributions from Member Agencies
- B. Computations for TDA and Gas Tax Contributions for FY 2005-06
- C. MTC Memorandum, MTC FY 2005-06 Annual Fund Estimate (February 2, 2005)
- D. CY 2004 Gas Tax Revenues for Solano County Agencies

ATTACHMENT A

FY 2005-06 TDA and Gas Tax Contributions from Member Agencies

TDA Contributions

AGENCY	FY 2005-06 TDA	FY 2004-05 Adjustment	TOTAL TDA for FY 2005-06
Benicia	26,220	2,004	28,224
Dixon	15,732	1,200	16,932
Fairfield*	100,441	7,279	107,720
Rio Vista	6,051	352	6,403
Suisun City	26,623	1,967	28,590
Vacaville	91,970	6,719	98,689
Vallejo	117,383	8,752	126,135
Solano County	18,959	1,447	20,406
TOTAL	403,379	29,720	433,099

* Round-off error of \$1 from Attachment B.

Gas Tax Contributions

AGENCY	FY 2005-06 Gas Tax	FY 2004-05 Adjustment	TOTAL Gas Tax for FY 2005-06
Benicia	18,950	520	19,470
Dixon	11,370	314	11,684
Fairfield	72,593	1,745	74,338
Rio Vista	4,373	58	4,431
Suisun City	19,242	500	19,742
Vacaville	66,471	1,635	68,106
Vallejo	84,838	2,206	87,044
Solano County	13,702	372	14,074
TOTAL	291,539	7,350	298,889

Total Contributions from Member Agencies

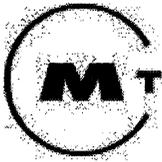
AGENCY	TDA	GAS TAX	TOTAL
Benicia	28,224	19,470	47,694
Dixon	16,932	11,684	28,616
Fairfield	107,720	74,338	182,058
Rio Vista	6,403	4,431	10,834
Suisun City	28,590	19,742	48,332
Vacaville	98,689	68,106	166,795
Vallejo	126,135	87,044	213,179
Solano County	20,406	14,074	34,480
TOTAL	433,099	298,889	731,998

FY 2005-06
TDA and Gas Tax Contributions
for STA

TDA		Total TDA to County		13,842,714		TDA		Total TDA to County		14,943,609	
FY04-05	STA Operations (2.7%)	373,753		FY 04-05	Feb 05 Est	FY 04-05		STA Operations (2.7%)	403,477		
Feb 04 Est	Agency TDA	Percent	FY 04-05 Claim			Add'l TDA	Total TDA	Percent	Revised	FY 04-05 Adjustment	
Benicia	855,200	0.066	24,543	Benicia		69829	925,029	0.066	26,547	2,004	
Dixon	510,591	0.039	14,653	Dixon		41846	552,437	0.039	15,854	1,200	
Fairfield	3,240,591	0.249	93,002	Fairfield		253642	3,494,233	0.249	100,281	7,279	
Rio Vista	180,999	0.014	5,194	Rio Vista		12297	193,296	0.014	5,547	352	
Suisun City	848,877	0.065	24,362	Suisun City		68545	917,422	0.065	26,329	1,967	
Vacaville	2,968,698	0.228	85,199	Vacaville		234131	3,202,829	0.228	91,918	6,719	
Vallejo	3,797,025	0.292	108,971	Vallejo		304987	4,102,012	0.292	117,723	8,752	
Solano County	621,245	0.048	17,829	Solano County		50446	671,691	0.048	19,277	1,447	
		1.000	373,753					1.000	403,477	29,720	
TDA		Total TDA to County		14,939,970		TOTAL STA					
FY 05-06	STA Operations (2.7%)	403,379		FY 05-06	TDA Claim						
Feb 05 Est		Estimate	FY 04-05 Adjust								
Benicia	911,108	0.065	26,220	2,004	28,224						
Dixon	551,726	0.039	15,732	1,200	16,932						
Fairfield	3,495,954	0.249	100,441	7,279	107,720						
Rio Vista	211,748	0.015	6,051	352	6,403						
Suisun City	924,606	0.066	26,623	1,967	28,590						
Vacaville	3,209,124	0.228	91,970	6,719	98,689						
Vallejo	4,086,487	0.291	117,383	8,752	126,135						
Solano County	664,771	0.047	18,959	1,447	20,406						
		1.000	403,379	29,720	433,099						

FY 2005-06
TDA and Gas Tax Contributions
for STA

Gas Tax	Total Gas Tax to County STA Operations (2.1%)	13,532,620	Gas Tax	Total Gas Tax to County STA Operations (2.1%)	13,882,829
FY 04-05	284,185		FY 04-05	291,539	291,539
Feb 04 Est based on CY 2003			Feb 05 Est based on CY 2004		FY 04-05
	FY 04-05 Claim			Adjustment	
Benicia	0.066	18,662	Benicia	0.066	19,182
Dixon	0.039	11,142	Dixon	0.039	11,456
Fairfield	0.249	70,714	Fairfield	0.249	72,460
Rio Vista	0.014	3,950	Rio Vista	0.014	4,008
Suisun City	0.065	18,524	Suisun City	0.065	19,024
Vacaville	0.228	64,781	Vacaville	0.228	66,417
Vallejo	0.292	82,856	Vallejo	0.292	85,063
Solano County	0.048	13,556	Solano County	0.048	13,929
		284,185			291,539
Gas Tax	Total Gas Tax to County	13,882,829	TOTAL STA		
FY 05-06	STA Operations (2.1%)	291,539	FY 05-06		
Feb 05 Est based on CY 2004		FY 04-05	Gas Tax		
		Adjustment			
Benicia	0.065	18,950	Benicia		19,470
Dixon	0.039	11,370	Dixon		11,684
Fairfield	0.249	72,593	Fairfield		74,338
Rio Vista	0.015	4,373	Rio Vista		4,431
Suisun City	0.066	19,242	Suisun City		19,742
Vacaville	0.228	66,471	Vacaville		68,106
Vallejo	0.291	84,838	Vallejo		87,044
Solano County	0.047	13,702	Solano County		14,074
	1.000	291,539			298,889



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bent Metro Center
101 Eighth Street
Oakland, CA 94607-4700
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TDD/TTY: 510.464.7769
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Memorandum

TO: Transit Finance Working Group

DATE: February 2, 2005

FR: Alix Bockelman

RE: MTC FY 2005-06 Annual Fund Estimate

Per state statute, MTC is required to publish an estimate of available transportation revenues that it allocates on a yearly basis and the distribution of those funds among eligible claimants. The FY 2005-06 Annual Fund Estimate includes an estimate of expected revenue generations for the coming year, and a reconciliation of carryover funds from the prior fiscal year as well as an adjustment to the remaining revenue levels for this year. Fund sources included in the proposal are TDA, STA, AB 1107 and transit-related bridge toll funds. The Draft FY 2005-06 Fund Estimate is attached to this memorandum for your review. The Fund Estimate is draft until Commission adoption on February 23rd and subject to revision.

This memo provides a summary of several issues related to the Bay Area economy and estimates of Transportation Development Act (TDA), State Transit Assistance (STA), and AB 1107. In addition, there is a discussion of the BART transit coordination program, prior year interest adjustments and the planned end-of-year cleanup to the Fund Estimate.

Improving Economy and TDA Revenue Picture for the Bay Area

The economic slump that had gripped the nation and Bay Area over the past few years appears to be reversing. The precipitous drops in sales tax revenues reported for three years have been replaced by stable revenue growth in most counties for the current year and marginal and moderate growth projections for next year. Because the region relies heavily on sales tax revenues for transit operations – with roughly 40% of the transit operating revenues coming from Transportation Development Act (TDA), AB 1107, or county sales taxes – this is sure to be welcome news for the operators.

However, since the Bay Area is not expected to recover as quickly as the rest of the state, many County Auditors have chosen to be cautious with their revised FY 2004-05 and FY 2005-06 estimates. For the region as a whole, TDA revenue is estimated to increase by 3.2 percent for the current year, compared to the actual generations of FY 2003-04. For FY 2005-06, a 1.5 percent growth rate is projected for the region as a whole. Table A is a comparison of FY 2003-04 actual TDA generation; FY 2004-05 revised County Auditors' estimates and FY 2005-06 County Auditors' estimates.

TABLE A

FY 2003-04 TDA Actual and TDA Estimates for FY 2004-05 and FY 2005-06

	FY 2003-04 Actual Generation	FY 2004-05 Revised County Auditor Estimates ¹	FY 2005-06 County Auditor Estimates ¹
TDA			
Alameda	55,175,813	56,557,904	56,557,904
Contra Costa	31,412,304	33,148,844	33,977,565
Marin	9,907,306	9,934,709	9,934,709
Napa	5,102,757	5,112,344	5,040,980
San Francisco	29,492,989	29,681,911	31,166,000
San Mateo	28,570,875	28,916,988	28,338,648
Santa Clara	69,078,642	72,179,033	74,000,000
Solano	13,532,712	14,943,609	14,939,970
Sonoma	17,369,653	17,400,000	17,900,000
SUBTOTAL	259,643,051	267,875,342	271,855,776

% Difference Between FY03 Actual and FY04 Estimates & FY04 and FY05 Estimates

	FY 2003-04 Actual Generation	FY 2004-05 Revised County Auditor Estimates ¹	FY 2005-06 County Auditor Estimates ¹
TDA			
Alameda	-	2.50%	0.00%
Contra Costa	-	5.53%	2.50%
Marin	-	0.28%	0.00%
Napa	-	0.19%	-1.40%
San Francisco	-	0.64%	5.00%
San Mateo	-	1.21%	-2.00%
Santa Clara	-	4.49%	2.52%
Solano	-	10.43%	-0.02%
Sonoma	-	0.17%	2.87%
SUBTOTAL	-	3.17%	1.49%

Note:

1. TDA Estimates from County Auditors for MTC FY 2005-06 Fund Estimate

State Transit Assistance Funding

The Governor's FY 2005-06 Budget was released on January 11th. Even though the Proposition 42 increment for STA is proposed for suspension again for FY 2005-06, there is good news on the STA funding. The proposed statewide funding level is \$137.3 million, which is a 17 percent increase over FY 2004-05's \$117.4 million, and is due to high fuel prices.

On the other hand, MTC's STA Revenue-based fund share has decreased from 56.1% to 53.8% during the past few years because of the financial hardship that many of the transit operators in the Bay Area have been facing. As the economy improves and fare revenue increases, this trend will hopefully reverse.

AB 1107 Estimates

MTC is responsible for estimating funds for a portion of AB 1107, 25% of the half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco Counties. Based on trends in this year's receipts, staff is increasing the current year estimate from \$55.5 million to \$58 million with a projection of \$59 million for FY 2005-06.

Because our allocations were recently shifted from a fixed dollar amount to 50% of generations for AB 1107 funds, any additional funds generated beyond the original \$55.5 million estimate will automatically flow to AC Transit and Muni during the remainder of the fiscal year.

Transit Coordination – BART Feeder Bus Service

This element includes the BART Feeder Bus program, where BART supports transit services operated by suburban East Bay operators in former BART Express Bus corridors, and the transfer payment to AC Transit. FY 2004-05 was the first year in which a common methodology was established for all East Bay operators.

The subsidy change to be included in the FY 2005-06 Fund Estimate will be tied to the percentage change in the AB 1107 funds (which is the same methodology BART uses for the SF MUNI transfer payment). BART's annual contribution will be capped at \$2.5 million, and any shortfall would be carried over as a reimbursable future cost.

In FY 2005-06, the subsidy levels increase 1.6%, based on the growth in AB 1107 in FY 2003-04. The total funding from BART's TDA Art 4 and STA revenue base apportionments, in combination with BART's \$2.5 million contribution, is expected to be sufficient to cover the FY 2005-06 costs and repay the FY 2004-05 carryover amounts. Surplus funding of approximately \$388,000 is projected. Based on last year's agreement, this surplus will be held in reserve to cover any future shortfalls in the BART Feeder Bus program. The detail on this program is included on page 15 of 15 of the Fund Estimate.

Prior Year Interest Redistribution

Staff is proceeding with its implementation of the Business, Transportation and Housing agreement to redistribute TDA prior year interest earnings among apportionment areas. To date, Alameda, Solano, and Napa Counties interest has been redistributed. Actual interest redistribution for Contra Costa and Sonoma will be completed at the close of FY 2004-05.

End-of-Current-Year and Mid-FY 2003-04 Revision to the Fund Estimate

Because of lower than expected revenue estimates, MTC had to rescind respectively \$31 and \$4 million in allocations for areas that had negative end of year balances for FY 2002-03 and FY 2003-04. The same process is expected every year if revenues come in below the levels estimated by the County Auditors. This action will rescind allocations for areas that have negative balances as of June 30, 2005, and make any FY 2004-05 excess generations plus the full FY 2005-06 projected revenue available to the claimants. The good news is that the amount of funds projected for rescission at the close of FY 2004-05 will be considerably less than last year because the TDA revenue picture has been improving as we noted in the TDA revenue section.

Next Steps

The final FY 2005-06 Fund Estimate will be presented to the Programming and Allocation Committee on February 9th and is expected to be adopted by the MTC Commission on February 23rd.

TABLE A
TEN-YEAR TDA GENERATIONS SUMMARY TABLE FOR BAY AREA COUNTIES

County	FY 1996-97		FY 1997-98		FY 1998-99		FY 1999-00		FY 2000-01		FY 2001-02		FY 2002-03		FY 2003-04		FY 2004-05		FY 2005-06	
	Actual ¹	% Change Prior Year	Estimates ²	% Change Prior Year	Estimates ²	% Change Prior Year														
Alameda	44,005,229	6.9%	47,713,711	8.4%	49,283,302	3.3%	54,936,880	11.5%	61,283,441	11.6%	56,343,360	-8.1%	53,596,978	-4.9%	55,175,813	2.9%	56,557,904	2.5%	56,557,904	0.0%
Contra Costa	22,103,440	2.4%	23,991,707	8.5%	26,423,486	10.1%	28,290,695	7.1%	31,388,967	11.0%	30,538,171	-2.7%	30,495,773	-0.1%	31,412,304	3.0%	33,148,844	5.5%	33,977,565	2.5%
Marin	7,401,551	5.4%	7,993,642	8.0%	8,596,791	7.5%	9,527,056	10.8%	10,302,362	8.1%	9,732,118	-5.5%	9,694,417	-0.4%	9,907,306	2.2%	9,934,709	0.3%	9,934,709	0.0%
Napa	3,139,506	6.6%	3,076,720	-2.0%	3,805,482	23.7%	4,451,700	17.0%	4,921,211	10.5%	4,876,446	-0.9%	5,136,467	5.3%	5,102,757	-0.7%	5,112,344	0.2%	5,040,980	-1.4%
San Francisco	26,643,708	5.4%	27,729,204	4.1%	28,894,542	4.2%	32,043,722	10.9%	35,787,353	11.7%	29,683,577	-17.1%	28,959,436	-2.4%	29,492,989	1.8%	29,681,911	0.6%	31,166,000	5.0%
San Mateo	25,273,946	9.0%	27,460,182	8.7%	28,202,193	2.7%	31,697,342	12.4%	35,831,563	13.0%	30,834,076	-13.9%	28,972,882	-6.0%	28,570,875	-1.4%	28,916,988	1.2%	28,338,648	-2.0%
Santa Clara	64,428,786	7.6%	69,208,486	7.4%	69,622,688	0.6%	80,362,349	15.4%	95,812,143	19.2%	75,632,441	-21.1%	67,567,984	-10.7%	69,078,642	2.2%	72,179,033	4.5%	74,000,000	2.5%
Solano	7,793,528	4.8%	8,354,779	7.2%	8,793,082	5.2%	10,272,149	16.8%	11,471,072	11.7%	12,019,791	4.8%	13,069,922	8.7%	14,943,609	14.4%	14,939,970	0.0%	14,939,970	0.0%
Sonoma	11,655,865	5.4%	12,923,237	10.9%	13,760,430	6.5%	15,810,470	14.9%	17,429,706	10.2%	16,813,361	-3.5%	16,886,783	0.4%	17,369,653	2.9%	17,400,000	0.2%	17,900,000	2.9%
Region	212,445,559	6.4%	228,451,668	7.5%	237,381,996	3.9%	267,392,363	12.6%	304,227,818	13.8%	266,473,341	-12.4%	254,380,642	-4.5%	259,643,051	2.1%	267,875,342	3.2%	271,855,776	1.5%

1. Source: California State Board of Equalization Annual Reports.
2. Source: County Controllers' Current FY 2004-05 and FY2005-06 TDA Revenue Estimates.

FY2005-06 FUND ESTIMATE
REGIONAL SUMMARY

TDA REGIONAL SUMMARY TABLE

column	A	B	C	D	E	F	G	H=Sum(A:G) FY 2006
	6/30/04	FY 2002-05	FY 2005	FY 2005	FY 2005	FY 2006	FY 2006	FY 2006
	Balance (W/ Interest) ¹	Outstanding Commitments ²	Original Estimate	Revised Adm.& Planning Charge	Revenue Adjustment	Revenue Estimate	Adm.& Planning Charge	Available for Allocation
Alameda	10,705,923	(57,682,782)	52,990,907	(2,262,316)	3,566,997	56,557,904	(2,262,316)	61,614,317
Contra Costa	14,946,632	(31,735,840)	30,809,579	(1,325,954)	2,339,265	33,977,565	(1,359,103)	47,652,144
Marin	1,075,990	(10,345,564)	9,935,245	(397,389)	(536)	9,934,709	(397,388)	9,805,067
Napa	8,159,423	(5,726,108)	5,256,779	(204,494)	(144,435)	5,040,980	(201,639)	12,180,507
San Francisco	1,780,676	(28,032,869)	27,689,000	(1,187,276)	1,992,911	31,166,000	(1,246,640)	32,161,801
San Mateo	1,995,820	(29,037,673)	29,685,426	(1,156,679)	(768,438)	28,338,648	(1,133,546)	27,923,558
Santa Clara	4,785,881	(72,888,132)	71,000,000	(2,579,661)	1,179,033	74,000,000	(2,637,500)	72,859,621
Solano	9,251,319	(18,167,753)	13,842,714	(597,745)	1,100,895	14,939,970	(597,599)	19,771,801
Sonoma	19,130,915	(21,562,752)	17,000,000	(626,000)	400,000	17,900,000	(641,500)	31,600,663
TDA Total	71,832,579	(275,179,473)	258,209,650	(10,337,514)	9,665,692	271,855,776	(10,477,231)	315,569,478

STA, AB1107 AND BRIDGE TOLL REGIONAL SUMMARY TABLE

	6/30/04	FY 2002-05	FY 2005	FY 2005	FY 2005	FY 2006	FY 2006
	Balance (W/ Interest) ¹	Outstanding Commitments ²	Original Estimates	Revenue Adjustment	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance Total	26,317,643	(46,294,143)	43,109,111	-	50,223,135	50,223,135	73,355,746
Revenue-Based STA	7,060,767	(36,196,639)	31,572,947	-	36,913,186	36,913,186	39,350,260
Population-Based STA	19,256,876	(10,097,504)	11,536,164	-	13,309,949	13,309,949	34,005,485
BART District Tax - AB1107 Total	10,000	(58,000,000)	55,500,000	2,500,000	59,000,000	59,000,000	59,010,000
Bridge Toll Total							
AB 664 Bridge Revenues	33,833,896	(31,976,971)	12,268,857	-	12,352,048	12,352,048	26,477,829
Regional Measure 1 Revenues	4,745,662	(11,284,194)	10,258,537	-	10,164,269	10,164,269	13,884,274
5% State General Fund Revenue	24,133	(2,890,293)	2,877,999	-	2,906,778	2,906,778	2,918,617
MTC 2% Toll Revenue	2,257,792	(3,019,687)	964,595	-	974,706	974,706	1,177,406

Please see Attachment A pages 2-14 for detailed information on each fund source.

- Balance as of 6/30/04 is from MTC FY2003-04 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of June 30, 2004, and the FY2004-05 allocations as of January 31, 2005.

**FY 2005-06 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

*Attachment A
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FY2004-05 TDA Revenue Estimate Adjustment	FY2005-06 TDA Estimate
<i>FY2004-05 Generation Estimates Adjustment</i>	<i>FY2005-06 County Auditor's Generations Estimate</i>
1. Original County Auditor Estimate (Feb, 04)	13,842,714
2. Revised County Auditor Estimate (Feb, 05)	14,943,609
3. Revenue Adjustment (Line 2-1)	1,100,895
<i>FY2004-05 Planning and Administration Charges Adjustment</i>	<i>FY2005-06 Planning and Administration Charges</i>
4. MTC Administration (0.5% of line 3)	5,504
5. County Administration (0.5% of line 3)	5,504
6. MTC Planning (3.0% of line 3)	33,027
7. Total Charges (Lines 4+5+6)	44,036
8. Adjusted Generations Less Charges (Line 3-7)	1,056,859
<i>FY2004-05 TDA Adjustment By Article</i>	<i>FY2005-06 TDA Apportionment By Article</i>
9. Article 3 Adjustment (2.0% of line 8)	21,137
10. Funds Remaining (Line 8-9)	1,035,722
11. Article 4.5 Adjustment (5.0% of line 10)	1,035,722
12. Article 4/8 Adjustment (Line 10-11)	1,035,722
	74,700
	74,700
	448,199
	597,599
	14,342,371
	14,055,524
	14,055,524

TDA APPORTIONMENT BY JURISDICTIONS

Column	A	B	C=A+B	D	E	F	G	H=Sum(C;G)	I	J=H+I
Apportionment Jurisdictions	6/30/04 Balance (w/o interest)	FY 2004 Interest	6/30/04 Balance (w/ interest) ¹	FY 2002-05 Outstanding Commitments ²	FY 2005 Article Transfer	FY 2005 Original Estimate	FY 2005 Revenue Adjustment	6/30/05 Projected Carryover*	FY 2006 Revenue Estimate	Total Available For Allocation
Article 3	457,642	11,661	469,303	(567,073)		265,780	21,137	189,147	286,847	475,995
Article 4.5	457,642	11,661	469,303	(567,073)		265,780	21,137	189,147	286,847	475,995
SUBTOTAL										
Article 4/8										
Benicia	45,827	9,096	54,923	(54,808)		855,200	69,829	925,143	911,108	1,836,251
Dixon	327,140	10,414	337,554	(831,660)		510,591	41,846	58,330	551,726	610,057
Fairfield	2,802,042	69,899	2,871,941	(5,405,925)		3,240,591	253,642	960,249	3,495,954	4,456,203
Rio Vista	396,743	8,313	405,056	(22,850)		180,999	12,297	575,502	211,748	787,250
Suisun City	548,058	25,031	573,088	(1,164,767)		848,877	68,545	325,743	924,606	1,250,349
Vacaville	4,271,946	117,544	4,389,489	(5,619,864)		2,968,698	234,131	1,972,454	3,209,124	5,181,578
Vallejo	124,838	3,132	127,970	(3,871,051)		3,797,025	304,987	358,930	4,086,487	4,445,417
Solano County	19,362	2,633	21,995	(629,755)		621,245	50,446	63,931	664,771	728,702
SUBTOTAL³	8,535,955	246,061	8,782,016	(17,600,680)		13,023,225	1,035,722	5,240,283	14,055,524	19,295,807
GRAND TOTAL	8,993,597	257,722	9,251,319	(18,167,753)		13,289,005	1,056,859	5,429,431	14,342,371	19,771,802

1. Balance as of 6/30/04 is from MTC FY2003-04 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2004, and the FY2004-05 allocations as of January 31, 2005.
 3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the following: Solano county Paratransit, CityLinkBARTLink, Countywide Transit/Paratransit Planning, and Countywide Street and Roads Planning.

* Any negative values in the "Projected Carryover" category will be corrected in July 2005 by rescinding allocations of an equal amount based on year-end actual revenues.

**FY 2005-06 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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February 23, 2005*

Apportionment Jurisdictions	FY 2004-05 July Revised Estimates		FY 2004-05 Final Estimates		FY 2004-05 Revenue Adjustment		FY 2004-05 Projected Carryover		FY 2005-06 Funds		FY 2005-06 Revenue Estimate ³		FY 2006 Revenue Estimate ³		FY 2006 Revenue Estimate ³	
	6/30/04	FY 2002-05 Outstanding Commitments ²	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate	FY 2005 Revenue Adjustment	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate	FY 2005 Revenue Estimate
Alameda Congestion Management Agency <i>Corresponding to Alameda Commuter Express</i>	224,992	-	70,546	70,546	-	70,546	-	295,538	-	-	-	82,478	82,478	378,016	378,016	378,016
Santa Clara Valley Transportation Authority <i>Corresponding to Alameda Commuter Express</i>	162,897	(249,172)	95,198	95,198	-	95,198	-	8,924	-	-	-	111,300	111,300	120,224	120,224	120,224
Livermore-Amador Valley Transit Authority	8,309	(10,809)	15,042	15,042	-	15,042	-	12,542	-	-	-	17,586	17,586	30,128	30,128	30,128
Central Contra Costa Transit Authority	47,547	(96,778)	52,828	52,828	-	52,828	-	3,597	-	-	-	61,763	61,763	65,360	65,360	65,360
Eastern Contra Costa Transit Authority	25,700	(194,902)	201,698	201,698	-	201,698	-	32,496	-	-	-	235,813	235,813	268,310	268,310	268,310
Western Contra Costa Transit Authority	57,621	(96,006)	90,063	90,063	-	90,063	-	51,678	-	-	-	105,296	105,296	156,974	156,974	156,974
Napa County Transportation Agency	50,369	(127,479)	60,162	60,162	-	60,162	-	(16,948)	-	-	-	70,337	70,337	53,389	53,389	53,389
Golden Gate Bridge Highway & Transit District	10,984	(19,846)	16,004	16,004	-	16,004	-	7,143	-	-	-	18,711	18,711	25,854	25,854	25,854
Peninsula Corridor Joint Powers Board	184,810	(1,740,713)	1,557,181	1,557,181	-	1,557,181	-	1,278	-	-	-	1,820,562	1,820,562	1,821,840	1,821,840	1,821,840
San Mateo County Transit District	3,346,667	(4,613,263)	1,486,486	1,486,486	-	1,486,486	-	219,890	-	-	-	1,737,909	1,737,909	1,957,799	1,957,799	1,957,799
Santa Clara Valley Transportation Authority	653,923	(1,190,270)	1,434,102	1,434,102	-	1,434,102	-	897,755	-	-	-	1,676,666	1,676,666	2,574,421	2,574,421	2,574,421
City of Benicia	1,537,377	(6,546,274)	4,859,366	4,859,366	-	4,859,366	-	(149,531)	-	-	-	5,681,277	5,681,277	5,531,746	5,531,746	5,531,746
City of Dixon	23,241	-	5,293	5,293	-	5,293	-	28,535	-	-	-	6,188	6,188	34,723	34,723	34,723
City of Fairfield	8,616	-	1,214	1,214	-	1,214	-	9,830	-	-	-	1,419	1,419	11,249	11,249	11,249
City of Vallejo	192,909	-	15,753	15,753	-	15,753	-	208,663	-	-	-	18,418	18,418	227,080	227,080	227,080
County of Sonoma	2,060	(161,074)	175,337	175,337	-	175,337	-	16,323	-	-	-	204,993	204,993	221,316	221,316	221,316
City of Healdsburg	1,077	(36,380)	35,347	35,347	-	35,347	-	44	-	-	-	41,325	41,325	41,369	41,369	41,369
City of Santa Rosa	433	-	369	369	-	369	-	802	-	-	-	431	431	1,233	1,233	1,233
City of Petaluma	0	(31,073)	31,073	31,073	-	31,073	-	0	-	-	-	36,329	36,329	36,329	36,329	36,329
City of Rio Vista	2,643	(2,520)	-	-	-	-	-	123	-	-	-	-	-	123	123	123
SUBTOTAL	7,060,767	(15,116,559)	10,203,061	10,203,061	-	10,203,061	-	1,629,475	-	-	-	11,928,803	11,928,803	13,558,278	13,558,278	13,558,278
Alameda-Contra Costa Transit District ⁵	0	(4,036,413)	4,461,162	4,461,162	-	4,461,162	-	424,749	-	-	-	4,170,319	4,170,319	4,595,067	4,595,067	4,595,067
BART District ^{4,5}	517,613	(6,098,741)	5,963,799	5,963,799	-	5,963,799	-	382,671	-	-	-	7,745,718	7,745,718	8,128,389	8,128,389	8,128,389
City of San Francisco (SF Muni) ⁵	180	(10,944,926)	10,944,926	10,944,926	-	10,944,926	-	180	-	-	-	13,068,346	13,068,346	13,068,526	13,068,526	13,068,526
SUBTOTAL	517,793	(21,080,080)	21,369,886	21,369,886	-	21,369,886	-	807,600	-	-	-	24,984,382	24,984,382	25,791,982	25,791,982	25,791,982
GRAND TOTAL	7,060,767	(36,196,639)	31,572,947	31,572,947	-	31,572,947	-	2,437,075	-	-	-	36,913,186	36,913,186	39,350,260	39,350,260	39,350,260

1. Balance as of 6/30/04 is from MTC FY2003-04 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2004, and the FY2004-05 allocations as of January 31, 2005.
 3. The FY2005-06 STA Fund Estimate is based on \$137.257 million in STA statewide as proposed in the Governor's FY 2005-06 budget.
 4. Details on the proposed apportionment of BART funding to local operators for feeder bus service is being negotiated and will be provided through a subsequent amendment to the AC Transit's revenue estimate to account for a correction for FY 2001-02 revenue distribution.
 5. Adjustments were made for AC Transit, BART, Muni's FY 2004-05 revenue estimate to account for a correction for FY 2001-02 revenue distribution. AC Transit's revenue is increased by \$894,164, and BART and Muni's revenues are reduced by \$661,344 and \$232,820 respectively.
 * Any negative values in the "Projected Carryover" category will be corrected in July 2005 by rescinding allocations of an equal amount based on year-end actual revenues.

**FY 2005-06 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

*Attachment A
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Apportionment Jurisdictions	A		B		C		D		E = Sum(A-D)		F		G = E + F	
	6/30/04	Balance ¹	FY 2002-05	Outstanding	FY 2005	Revenue	FY 2005	Revenue	Projected	FY 2006	Revenue	Estimate ³	Available For	Total
			Commitments ²	Revenue	Estimate	Adjustment	Carryover ⁴	Estimate ³	Carryover ⁴	Estimate ³	Estimate ³	Estimate ³	Allocation	
FY 2004-05 Original Estimates			9,959,888											20,695,536
FY 2004-05 Revised Estimates			11,648,991											13,309,949
FY 2004-05 Revenue Adjustment			1,689,103											34,005,485
Column														
Northern Counties														
Marin			(358,761)		363,038		4,277	475,030		475,030			479,307	
Napa	9,281		(199,656)		188,184		(2,191)	249,895		249,895			247,704	
Solano (less Vallejo) ⁶	311,217		(485,461)		423,073		248,828	560,939		560,939			809,767	
Sonoma	34,279		(713,426)		685,187		6,039	897,778		897,778			903,817	
SUBTOTAL	354,776		(1,757,304)		1,659,482		256,954	2,183,641		2,183,641			2,440,595	
Small Operators														
CCCTA Service Area	35,158		(742,287)		698,940		(8,189)	936,882		936,882			928,693	
ECCTA Service Area	382,301		(386,578)		374,704		370,427	513,278		513,278			883,705	
LAVTA Service Area	12,953		(279,267)		263,277		(3,037)	359,074		359,074			356,037	
Union City Service Area	70,489		(173,619)		101,929		(1,201)	136,121		136,121			134,920	
WCCTA Service Area	5,162		(98,986)		92,623		(1,201)	126,263		126,263			125,061	
Vallejo Service Area	49,098		(212,200)		174,115		11,013	234,791		234,791			245,804	
SUBTOTAL	555,161		(1,892,937)		1,705,587		367,811	2,306,409		2,306,409			2,674,221	
Regional Paratransit														
Alameda	61,887		(850,696)		818,310		29,501	840,405		840,405			869,906	
Contra Costa	96,007		(518,890)		422,884		0	434,301		434,301			434,302	
Marin	4,652		(94,477)		94,476		4,652	97,027		97,027			101,679	
Napa	-		(61,697)		61,697		0	63,363		63,363			63,363	
San Francisco	-		(646,078)		646,078		0	663,522		663,522			663,521	
San Mateo	138,442		(496,177)		357,735		0	367,394		367,394			367,394	
Santa Clara	-		(741,188)		741,189		1	761,201		761,201			761,201	
Solano ⁷	25,748		(107,999)		175,997		93,746	180,749		180,749			274,495	
Sonoma	15,675		(195,677)		195,677		15,675	200,960		200,960			216,634	
SUBTOTAL	342,411		(3,712,879)		3,514,943		143,575	3,608,922		3,608,922			3,752,497	
Regional Express Bus Program⁸	880,724		(135,509)		-		745,215	-		-			745,215	
Balance for MTC Regional Coordination Program³	17,123,804		(2,598,875)		4,657,052		19,181,981	5,210,977		5,210,977			24,392,958	
GRAND TOTAL	19,256,876		(10,097,504)		11,536,164		20,695,536	13,309,949		13,309,949			34,005,485	

1. Balance as of 6/30/04 is from MTC FY2003-04 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2004, and the FY2004-05 allocations as of January 31, 2005.
 3. The FY2005-06 STA Fund Estimate is based on \$137,257 million in STA statewide as proposed in the Governor's FY 2005-06 budget.
 4. Consistent with MTC policy, no additional funding has been made available for the Regional Express Bus in FY2003-04 since the Governor's proposed budget suspends the Proposition 42 increment this year.
 5. Committed to TransLink® and other MTC Customer Service projects.
 6. The \$1,569,862 funding increment due to the FY 2004-05 State Budget revision is proposed for the lifeline program and included as part of the MTC Regional Coordination Program.
 * Any negative values in the "Projected Carryover" category will be corrected in July 2005 by rescinding allocations of an equal amount based on year-end actual revenues.

FY 2005-06 FUND ESTIMATE
BRIDGE TOLLS

Attachment A
Res No. 3686
Page 13 of 15
February 23, 2005

THESE NUMBERS ARE PROVISIONAL PENDING ADOPTION OF FY2004-05 BATA BUDGET

Column	A 6/30/04	B FY 2002-05 Outstanding Commitments ²	C FY 2005 Revenue Estimate	D=A+B+C 6/30/05 Projected Carryover*	E FY 2006 Revenue Estimate	F=D+E Total Available For Allocation
FUND CATEGORIES	Balance¹					
AB 664 Bridge Revenues						
70% East Bay	21,060,382	(20,546,806)	8,588,200	9,101,776	8,646,434	17,748,210
30% West Bay	12,773,513	(11,430,165)	3,680,657	5,024,005	3,705,614	8,729,620
SUBTOTAL	33,833,896	(31,976,971)	12,268,857	14,125,781	12,352,048	26,477,829
Regional Measure 1 Revenues						
90% Rail Extension Reserve Funds						
70% East Bay	1,492,983	(7,000,000)	7,180,976	1,673,959	7,114,988	8,788,948
30% West Bay	3,252,679	(4,284,194)	3,077,561	2,046,046	3,049,281	5,095,327
SUBTOTAL	4,745,662	(11,284,194)	10,258,537	3,720,005	10,164,269	13,884,274
5% State General Fund Revenues						
SUBTOTAL	24,133	(2,890,293)	2,877,999	11,838	2,906,778	2,918,617
MTC 2% Toll Revenues						
Southern Bridge Group ¹	1,330,586	(1,684,188)	511,202	157,600	514,669	672,269
Northern Bridge Group ¹	927,207	(1,335,499)	453,392	45,100	460,037	505,137
SUBTOTAL	2,257,792	(3,019,687)	964,595	202,700	974,706	1,177,406
GRAND TOTAL	40,861,482	(49,171,145)	26,369,987	18,060,324	26,397,802	44,458,126

1. Balance as of 6/30/04 is from MTC FY2003-04 Audit, and it contains both funds available for allocation and funds that have been allocated but not dis.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2004, and the FY2004-05 allocations as of January 31, 2005.
 3. FY 2004-05 revenue estimates for the 5% State General Fund and MTC 2% Toll Revenue were revised to correct a technical error.

FY 2005-06 FUND ESTIMATE
AB1107 FUNDS

Attachment A
Res No. 3686
Page 14 of 15
February 23, 2005

AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

Column	A 6/30/04 Balance ¹	B FY 2002-05 Outstanding Commitments ^{2,3}	C FY 2005 Revenue Estimate	D FY 2005 Revenue Adjustment ³	E = A+B+C+D 6/30/05 Projected Carryover*	F FY 2006 Revenue Estimate	G=E+F Total Available For Allocation
Original FY 2004-05 Fund Estimati		55,500,000					10,000
Revised FY 2004-05 Fund Estimati		58,000,000					59,000,000
Revenue Adjustment		2,500,000					59,010,000
Estimated FY 2004-05 Carryover							
FY 2005-06 Fund Estimate							
Total Funds Available							
AC Transit	5,000	(29,000,000)	27,750,000	1,250,000	5,000	29,500,000	29,505,000
MUNI	5,000	(29,000,000)	27,750,000	1,250,000	5,000	29,500,000	29,505,000
TOTAL	10,000	(58,000,000)	55,500,000	2,500,000	10,000	59,000,000	59,010,000

1. Balance as of 6/30/04 is from MTC FY2003-04 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2004, and the FY2004-05 allocations as of January 31, 2005.
 3. Allocation action taken for AB1107 states that FY 2004-05 allocations for each operator will be 50% of the actual generation, with the total allocation limited by the FY 2004-05 Fund Estimate. Outstanding Commitments are updated to reflect that action.

* Any negative values in the "Projected Carryover" category will be corrected in July 2005 by rescinding allocations of an equal amount based on year-end actual revenues.

Gas Tax to Solano County
Jan. - Dec. 2004

	04-Jan	04-Feb	04-Mar	04-Apr	04-May	04-Jun	04-Jul	04-Aug	04-Sep	04-Oct	04-Nov	04-Dec	Total
Solano County	\$514,695.27	\$514,357.25	\$504,301.90	\$507,323.82	\$473,229.03	\$636,221.60	\$567,860.41	\$530,944.39	\$495,893.64	\$531,172.44	\$556,542.35	\$527,807.08	\$6,360,349.18
Benicia	\$39,605.25	\$41,967.94	\$41,213.79	\$41,433.85	\$38,739.65	\$51,733.28	\$51,845.90	\$42,270.18	\$44,429.48	\$42,844.67	\$44,893.74	\$42,581.03	
Dixon	\$23,913.05	\$25,330.06	\$24,877.77	\$25,009.76	\$23,393.91	\$31,186.77	\$31,555.85	\$25,529.80	\$26,825.77	\$25,874.60	\$27,104.43	\$25,716.37	
Fairfield	\$148,134.58	\$157,037.75	\$154,195.91	\$155,025.22	\$144,872.79	\$193,835.91	\$182,731.92	\$159,874.59	\$168,098.86	\$162,062.63	\$169,867.12	\$161,058.53	
Rio Vista	\$8,640.31	\$9,136.91	\$8,978.38	\$9,024.65	\$8,458.36	\$11,189.43	\$12,836.50	\$10,057.84	\$10,555.91	\$10,190.37	\$10,663.01	\$10,129.66	
Suisun City	\$39,128.15	\$41,462.09	\$40,717.11	\$40,934.52	\$38,273.10	\$51,108.61	\$52,005.19	\$42,602.68	\$44,779.12	\$43,181.72	\$45,247.06	\$42,915.99	
Vacaville	\$135,783.49	\$143,942.33	\$141,338.09	\$142,098.05	\$132,794.39	\$177,664.04	\$166,064.31	\$146,763.98	\$154,312.12	\$148,772.16	\$155,935.04	\$147,850.59	
Vallejo	\$176,519.97	\$183,952.99	\$180,622.82	\$181,594.64	\$169,697.69	\$227,074.20	\$211,819.03	\$186,791.56	\$196,403.97	\$189,348.95	\$198,470.72	\$188,175.36	
City Subtotal	\$571,724.80	\$602,830.07	\$591,943.87	\$595,120.69	\$556,229.89	\$743,792.24	\$708,658.70	\$613,890.63	\$645,405.23	\$622,275.10	\$652,181.12	\$618,427.43	\$7,522,479.77
County & City Total	\$1,086,420.07	\$1,117,187.32	\$1,096,245.77	\$1,102,444.51	\$1,029,458.92	\$1,380,013.84	\$1,276,519.11	\$1,144,835.02	\$1,141,298.87	\$1,153,447.54	\$1,208,723.47	\$1,146,234.51	\$13,882,828.95

Jan-04/Dec-04

\$1,086,420.07
\$1,117,187.32
\$1,096,245.77
\$1,102,444.51
\$1,029,458.92
\$1,380,013.84
\$1,276,519.11
\$1,144,835.02
\$1,141,298.87
\$1,153,447.54
\$1,208,723.47
\$1,146,234.51
\$13,882,828.95



DATE: March 13, 2005
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: 2006 State Transportation Improvement Program (STIP)

Background:

Every two years, the state develops the State Transportation Improvement Program (STIP) to identify funding for a significant number of transportation projects throughout California. Each region of the state submits a Regional Transportation Improvement Plan (RTIP) as the region's proposal for STIP funding. The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency (RTPA) for the Bay Area, is responsible for developing the RTIP. The RTIP is due to the California Transportation Commission (CTC) by December 15, 2005.

Discussion:

The 2004 STIP was a "zero" STIP since no new funds were available for programming. The existing projects remaining from the 2002 STIP were reprogrammed across the five years of the STIP.

New programming capacity may be available for the 2006 STIP if the following actions occur:

- The federal reauthorization act meets prior expectations
- The Governor and Legislature do not suspend Proposition 42 transfers from the General Fund to the State Highway Account
- Tribal gaming revenues are secured
- Transportation loans are repaid on time
- Existing STIP revenues are not diverted for other purposes.

Due to the uncertainty in one or more of the above conditions, the CTC may provide a two-tiered fund estimate for the 2006 STIP. The first tier would be based on a funding level with some level of confidence. The first tier would delete many or most projects and delay the remaining by two years or more. The second tier would be based on at-risk funding with assumptions that some uncertainties would be resolved favorably. The second tier could hold some project schedules and delay others by several years. Neither approach provides significant additional funding for the STIP.

The state initiated the 2006 STIP on March 3, 2005. The MTC schedule for the RTIP also commenced on March 3rd and will continue until submittal of the RTIP to the CTC on December 15, 2005 (see Attachment A).

The Solano County RTIP projects are due to MTC on September 16, 2005. STA staff will work with the TAC to develop the proposed 2006 RTIP submittal for Solano County for consideration by the STA Board on September 14, 2005.

Recommendation:

Informational.

Attachments:

- A. 2006 RTIP Development Schedule
- B. MTC Memorandum, 2006 STIP Development and MTC 2006 RTIP Development (March 9, 2005)

DRAFT

**2006 RTIP
Metropolitan Transportation Commission
Regional Transportation Improvement Program
Development Schedule**

March 8, 2005	Caltrans' Presentation of Fund Estimate (FE) Overview (CTC Meeting – Sacramento)
March 9, 2005	Presentation of initial outstanding issues for RTIP Policies and Procedures to FWG
April 6, 2005	Finance Working Group (FWG) review of proposed RTIP Policies and Procedures
April 14, 2005	Presentation of Draft FE Assumptions and Policy Issues by Caltrans (CTC Meeting – Stockton)
April 18, 2005	Partnership Technical Advisory Committee (PTAC) review of Draft proposed RTIP Policies
April/May/June 2005	MTC works with CMAAs and project sponsors on regional project proposals
May 26, 2005	Caltrans FE Assumptions adopted by CTC (CTC Meeting – Sacramento)
June 1, 2005	Finance Working Group (FWG) review of Final proposed RTIP Policies and Procedures
June 20, 2005	Partnership Technical Advisory Committee (PTAC) review of Final proposed RTIP Policies
July 13, 2005	PAC review and recommendation of final proposed RTIP Policies and Procedures
July 14, 2005	Caltrans' Presentation of Draft STIP FE to CTC (CTC Meeting – San Diego)
July 27, 2005	Commission adopts 2006 RTIP Policies and Procedures
August 18, 2005	CTC adopts STIP FE and STIP Guidelines (CTC Meeting – Sacramento)
September 16, 2005	CMAAs submit fact and fund sheets and proposed RTIP project listing to MTC
October 5, 2005	Final changes to Fact and Fund sheets to reflect any unforeseen changes in Final STIP Fund Estimate, due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support and Certification of Assurances due to MTC (Final Complete Applications due)
October 12, 2005	Programming and Allocations Committee (PAC) review – authorize public hearing and release of draft RTIP
October 14, 2005	Circulate draft RTIP for public comment
October 17, 2005	PTAC Review of 2006 RTIP
November 9, 2005	Public Hearing (at PAC meeting)
November 9, 2005	PAC Review of 2006 RTIP – Refer to Commission for approval
November 15, 2005	Close of public comment period for 2006 RTIP
November 16, 2005	Commission approves 2006 RTIP
December 15, 2005	2006 RTIP due to CTC
	CTC 2006 STIP Hearing – Northern California
	CTC 2006 STIP Hearing – Southern California
	CTC Staff Recommendations on 2006 STIP released
Prior to April 2006	CTC adopts 2006 STIP

Shaded Area – Actions by Caltrans or CTC



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Finance Working Group

DATE: March 9, 2005

FR: Kenneth Folan

RE: 2006 STIP Development and MTC 2006 RTIP Development

Background

The State Transportation Improvement Program (STIP) provides funding for a significant number of transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the STIP for the nine counties of the Bay Area.

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding, due to the California Transportation Commission (CTC) by December 15, 2005. The 2006 STIP will include programming for the five fiscal years from 2006-07 through 2010-11.

Additional programming capacity and allocations will be possible in the 2006 STIP if: the federal reauthorization act meets prior expectations, the Governor and Legislature do not suspend Proposition 42 transfers, tribal gaming revenues are secured, transportation loans are repaid on time, and existing STIP revenues are not diverted for other purposes.

In the absence of certainty that the above conditions occur, the CTC will likely issue a tiered STIP. One tier based on the funding level that can be assumed with some level of confidence and the second tier based on at-risk funding. The first tier would delete many or most projects and delay the rest by two years or more. The second tier could hold some project schedules and delay other projects by several years.

2006 RTIP Development

The following principles will frame the development of MTC's 2006 RTIP, the region's contribution to the 2006 STIP.

- MTC will work with CTC staff, CMA's, transit operators, Caltrans, and project sponsors to prepare the 2006 STIP. This effort may include two separate lists of projects: one list assuming Proposition 42 transfers will not occur and repayments of loans from the State Highway Account will not occur in the near future and a second list assuming all funds will be available.
- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP), and be consistent with its improvements and programs.

- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that will have a regionwide benefit. Among these considerations would be operational projects intended to improve the performance of the metropolitan transportation system as a whole and projects proposed for the Interregional Transportation Improvement Program (ITIP).
- MTC will continue to work with CMAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions in the face of severely limited STIP allocations. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds, MTC will work with its transportation partners to deliver projects in the region.
- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region.

2006 RTIP Policies and Procedures

The 2006 RTIP Policies and Procedures will be presented to the Finance Working Group at its April 2005 meeting. The document will be similar to the 2004 RTIP Policies and Procedures except where guidance from the CTC changes. Other changes will include:

- MTC will utilize up to 25% of the regional Planning, Programming and Monitoring (PPM) funds during the 2006 STIP period. During the 2004 STIP period, MTC utilized up to 50% of the regional PPM funding.
- In collaboration with federal, state, and local partners, MTC is developing the regional Intelligent Transportation Systems (ITS) architecture. State and federal agencies will soon require projects funded with federal highway trust funds to meet applicable Intelligent Transportation Systems (ITS) architecture requirements. Beginning with the 2006 RTIP, MTC is requiring all applicable projects to conform with the regional ITS architecture. Information on the regional ITS architecture can be found at:
<http://www.mtc.ca.gov/planning/ITS/index.htm>.
- The policies of MTC for the 2006 RTIP will be based on the 2006 STIP Guidelines released by the CTC.

MTC encourages input from our partners on the 2006 RTIP Policies and Procedures. Please contact Kenneth Folan at (510) 464-7804 or kfolan@mtc.ca.gov with questions or comments.

Attachments

J:\COMMITTEE\Partnership\Partnership Finance\Joint Working Groups Admin\Agenda Items\2005\March 9\2.2 2006 STIP.doc



DATE: March 13, 2005
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: STIP Project Delivery for Projects Programmed in FY 2004-05 and
FY 2005-06

Background:

Solano County agencies had no projects programmed in the STIP for FY 2004-05. However, several projects are programmed in FY 2005-06 and must meet the requirements of SB 45 for fund allocation. Sponsoring agencies must submit their requests for allocations to Caltrans District 4 at least eight weeks prior to the CTC meeting date, regardless of whether the request may be approved.

Discussion:

Attachment A identifies the projects programmed for FY 2005-06 for Solano County agencies. Even though STIP allocations are unlikely in FY 2005-06 due to the continuing diversion of transportation funds to the General Fund, sponsoring agencies must still submit requests for allocation. If an allocation request (or extension request) is not submitted for a programmed project in the FY programmed, the project is deleted from the STIP and the funds are returned to the County in the next county share period.

Although the CTC has not established a specific policy on how allocation requests will be prioritized, projects seeking allocation will normally be placed in a "Pending" status awaiting the availability of STIP funds.

Recommendation:

Informational.

Attachment

- A. MTC Memorandum, STIP Project Delivery for Projects Programmed in FY 2004-05 and FY 2005-06 (March 9, 2005)



METROPOLITAN
TRANSPORTATION
COMMISSION

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101 Eighth Street
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Fax: 510.464.7848

Memorandum

TO: Finance Working Group

DATE: March 9, 2005

FR: Kenneth Folan

RE: STIP Project Delivery for Projects Programmed in FY 2004-05 and FY 2005-06

Background

Senate Bill 45 (Chapter 622, Statutes 1997) established strict timely use of funds and project delivery requirements for transportation projects. Projects programmed in the State Transportation Improvement Program (STIP) must receive an allocation from the California Transportation Commission (CTC) or Caltrans by the end of the fiscal year in which the funds are programmed. Funds not allocated or extended by the CTC within this deadline are deleted from the STIP with the funds returned to the county in the next county share period. MTC staff monitors the delivery of STIP projects, and has been informing members of the Bay Area Partnership on a monthly basis of the project delivery requirements and pending deadlines.

FY 2004-05 Projects

Due to the State's financial situation and its affect on available funds for STIP allocations, the CTC has severely limited STIP allocations. However, Transportation Enhancement programming is being allocated. Projects programmed in FY 2004-05, listed in Attachment A, are still subject to the SB 45 legislation and must submit an allocation request or allocation extension request to Caltrans.

Transportation Enhancements (TE) STIP Projects

As mentioned above, TE projects are receiving allocations. The TE projects, listed in Attachment A, are programmed for FY 2004-05 and are subject to all SB 45 timely use of funds requirements. Project sponsors should submit allocation requests or allocation extension request to Caltrans by March 21, 2005; this will allow for a May 2005 allocation; the final CTC meeting of FY 2004-05.

FY 2005-06 Projects

Please review all FY 2005-06 STIP projects (**including TE projects and TE Reserve**), listed in Attachment B. Those projects that have submitted amendment requests are noted. The deadline has now past to move additional projects out of FY 2005-06. In accordance with SB 45, a project cannot be moved out in the year it is programmed. Since the CTC does not meet in June 2005, projects programmed in FY 2005-06 must now request allocations or allocation extensions before June 30, 2006.

Please contact Kenneth Folan at (510) 464-7804 or kfolan@mtc.ca.gov with questions or comments.

Attachments

J:\COMMITTEE\Partnership\Partnership Finance\Joint Working Groups Admin\Agenda Items\2005\March 9\2.8a Project Delivery STIP.doc

STIP Allocation Status Report for FY 2004-05 Programmed Projects Allocation Deadline 6/30/2005

(\$1,000's)

RTIP

County	TIP ID	Agency	Project	Allocation Date	Phase	Programmed Amount	Completed Allocations	Balance	Comments
Alameda	ALA978027	ACTA	AB 3090 reimbursement (880 HOV)		CON	11,800	0	11,800	Rescheduled to FY 2005-06
Contra Costa	CC0390040	Caltrans	4880 Andrus Lane Bollinger Canyon and Sycamore Ave	Jul04	ROW/SUP	50	50	0	Allocated - Caltrans Support
Santa Clara	SC0390072	SOVTA	GARVEE Debt Service (R180 HOV North)	Jul04	CON	6,809	6,809	0	Allocated - GARVEE Debt Service
Santa Clara	SC0390072	SOVTA	GARVEE Debt Service (R187 HOV North)	Jul04	CON	3,894	3,894	0	Allocated - GARVEE Debt Service
Santa Clara	SC0390012	SOVTA	GARVEE Debt Service (R187 HOV South)	Jul04	CON	4,250	4,250	0	Allocated - GARVEE Debt Service
Sonoma	SON010001	Caltrans	Sonoma 101 Steele Lane Interchange Improvements		CON	13,759	0	13,759	Rescheduled to FY 2005-06 - Amendment pending to shift funds to 101 HOV Project CON - \$13,358M; CON (escalated) - \$401K
Total RTIP						40,362	14,803	25,559	

RTIP - TE

County	TIP ID	Agency	Project	Allocation Date	Phase	Programmed Amount	Completed Allocations	Balance	Comments
Contra Costa	CC010035	CC County	Stone Valley Rd W sidewalk to Ironhorse Trail		CON & PSE	31	0	31	April time extension request per CMA - CON - \$21K; PSE - \$10K
Contra Costa	CC010038	CC County	I-80 Bikeway storm drain grates		CON & PSE	32	0	32	\$2K
Contra Costa	CC010039	CC County	Reliez Valley Rd ped path		CON	342	0	342	April time extension request per CMA
Contra Costa	CC010019	Richmond	Richmond Greenway and Bikeway, phase 1		CON	423	0	423	Will request allocation per CMA
Contra Costa	CC010036	San Pablo	San Pablo Dam Rd ped path		CON	115	0	115	April time extension request per CMA
Contra Costa	CC010034	San Ramon	Old Ranch Rd bicycle path		CON	62	0	62	April time extension request per CMA
San Mateo	SM010045	San Mateo	3874th Street and Site access	Oct04	CON	410	410	0	Allocated
Total RTIP - TE						1,415	410	1,005	

ITIP

County	TIP ID	Agency	Project	Allocation Date	Phase	Programmed Amount	Completed Allocations	Balance	Comments
Solano	SOL010030	CCJPA	Bahia viaduct track & bridge upgrade		ENV & PSE	190	190	0	Sponsor will seek April extension through Caltrans Rail - ENV - \$40K; PSE - \$150K
Santa Clara	SC0390092	Caltrans	State Route 152 Truck climbing lanes	Jul04	ROW	400	400	0	Allocated
Sonoma	SON010002	Caltrans	Petaluma operational improvements		CON & CON SUP	4,000	0	4,000	Rescheduled to FY 2005-06 CON - \$3.2M; CON SUP - \$800K
Total ITIP						4,590	590	4,000	

ITIP - TE

County	TIP ID	Agency	Project	Allocation Date	Phase	Programmed Amount	Completed Allocations	Balance	Comments
Marin	MARN050003	Caltrans	State Route 11 Wildlife crossing	Jul04	ENV & PSE & ROW/SUP	150	150	0	Allocated - ENV - \$80K; PSE - \$70K - ROW SUP - \$20K
Marin	MARN050072	Caltrans	Golden Gate Botanical Management Area	Jul04	ENV & PSE & ROW/SUP	90	90	0	Allocated - ENV - \$20K; PSE - \$50K - ROW SUP - \$20K
Santa Clara	SC0390011	Caltrans	Route 152 Water quality enhancements	Jul04	ENV & PSE & ROW/SUP	105	105	0	Allocated - ENV - \$20K; PSE - \$30K - ROW SUP - \$5K
San Francisco	SF0390027	Caltrans	Route 11 Water quality enhancements	Jul04	ENV & PSE & ROW/SUP	75	75	0	Allocated - PSE - \$70K - ROW SUP - \$5K
Total ITIP - TE						420	420	0	Shaded projects have been allocated by CFC or Caltrans

STIP Allocation Status Report for FY 2005-06 Programmed Projects Allocation Deadline 6/30/2006

(\$1,000's)

RTIP

County	TIP ID	Agency	Project	Allocation Date	Phase	Programmed Amount	Completed Allocations	Balance	Comments	
Alameda	ALA010006	Caltrans	SR 84 - Extend Dumbarton HOV lns to Rt 880		ROW & ROW SUP	280	0	280	ROW - \$250K; ROW SUP - \$30K	
Alameda	ALA010005	Caltrans	SR 84 - HOV on ramp at Newark Bl		ROW & ROW SUP	280	0	280	ROW - \$250K; ROW SUP - \$30K	
Alameda	ALA010032	Caltrans	I-580 noise barrier - San Leandro		ROW & ROW SUP	130	0	130	ROW - \$100K; ROW SUP - \$30K	
Alameda	ALA990015	Union City	Union City Intermodal Station		CON	720	0	720		
Alameda	MTC990005	MTC	Planning, programming, and monitoring		CON	110	0	110		
Alameda	ALA99SA01	ACCMA	Planning, programming, and monitoring		CON	110	0	110		
Alameda RTIP Totals										
Contra Costa	CC010009	Caltrans	SR 4 - Lovetidge-Somersville, 8 lanes w/HOV		ROW & ROW SUP	1,630	0	1,630	ROW - \$6M; ROW SUP - \$2M	
Contra Costa	CC010003	Caltrans	I-80 Westbound HOV lanes, Rt 4-Carquinez Br		CON	8,000	0	8,000	CON - \$5M; CON (escalated) - \$365K	
Contra Costa	CC990040	Caltrans	I-680 Aux lane, Danville seg 1, San Ramon seg 3		CON & CON SUP	9,172	0	9,172	CON - \$7.4M; CON SUP - \$1.550M; CON (escalated) - \$222K	
Contra Costa	MT090005	MTC	Planning, programming, and monitoring		CON	71	0	71		
Contra Costa RTIP Totals										
Marin	MRN990001	Caltrans	U.S. 101 HOV Gap Closure		CON	19,512	0	19,512	Amendment pending CON - \$18,392M; CON (escalated) - \$1,120m	
Marin	MRN990001	Caltrans	U.S. 101 HOV Gap Closure		CON	11,957	0	11,957	Amendment pending CON - \$11,271M; CON (escalated) - \$686k	
Marin	MT090005	MTC	Planning, programming, and monitoring		CON	24	0	24		
Marin	MT090005	MTC	Planning, programming, and monitoring		CON	17	0	17		
Marin RTIP Totals										
Napa	NAP010008	Caltrans	SR 12 - Jamieson Canyon Rd widening		PSE	31,510	0	31,510		
Napa	NAP990004	Caltrans	Trancas St Interch planning mitigation		ENV & PSE & ROW SUP	68	0	68	ENV - \$9K; PSE - \$50K; ROW SUP - \$9K - Changes per 2004 STIP Technical Adjustments	
Napa	MT090005	MTC	Planning, programming, and monitoring		CON	11	0	11		
Napa RTIP Totals										
San Francisco	MTC990005	MTC	Planning, programming, and monitoring		CON	2,079	0	2,079		
San Francisco	SF010008	SFCTA	Planning, programming, and monitoring		CON	47	0	47		
San Francisco RTIP Totals										
San Mateo	SM010031	Caltrans	U.S. 101 Aux lanes, 3rd Av-Millbrae Av		CON & CON SUP	28,445	0	28,445	CON - \$27,325M; CON SUP - \$350K; CON (escalated) - \$820K	
San Mateo	MT090005	MTC	Planning, programming, and monitoring		CON	49	0	49		
San Mateo	MT030015	SM C/CAG	Planning, programming, and monitoring		CON	67	0	67		
San Mateo RTIP Totals										
Santa Clara	SCL030012	SCVTA	GARVEE Debt Service (Rt 880 Coleman)		CON	28,561	0	28,561		
Santa Clara	SCL030012	SCVTA	GARVEE Debt Service (Rt 87 HOV North)		CON	7,315	0	7,315		
Santa Clara	SCL030012	SCVTA	GARVEE Debt Service (Rt 87 HOV South)		CON	3,968	0	3,968		
Santa Clara	SCL030012	SCVTA	GARVEE Debt Service (Rt 87 HOV South)		CON	4,566	0	4,566		
Santa Clara	SCL010040	Caltrans	Rt 152/156 interchange improvements		CON & CON SUP	4,299	0	4,299	Amendment Pending CON - \$4,149M; CON SUP - \$150K	
Santa Clara	SCL010040	SCVTA	Rt 152/156 interchange improvements		ROW	1,841	0	1,841	Amendment Pending	
Santa Clara	MTC990005	MTC	Planning, programming, and monitoring		CON	29	0	29		
Santa Clara	SCL010004	SCVTA	Planning, programming, and monitoring		CON	229	0	229		
Santa Clara RTIP Totals										
Solano	SOL991103	Caltrans	Napa Riv-Sonoma Bl, planting		CON	22,247	0	22,247		
Solano	CC010003	Caltrans	I-80 Westbound HOV lanes, Rt 29-Carquinez Br		PSE & CON	1,500	0	1,500	Technical Change Moves \$428K to FY 2006-07	
Solano	SOL950035	Vallejo	Vallejo ferry terminal, parking		PSE	1,200	0	1,200	Amendment Pending - PSE - \$500K; CON - \$1M	
Solano	SOL991032	Vallejo	Baylink ferry maintenance facility		CON	425	0	425		
Solano	SOL010038	Solano TA	Local ros north of Rt 80/680/72 Interch		ENV	2,000	0	2,000	Amendment Pending	
Solano	SOL010031	Benicia	Intermodal transit station, Benicia		ENV	225	0	225		
Solano	SOL010032	Fairfield	Capitol Corridor rail station, Fairfield		PSE	125	0	125		
Solano	MTC990005	MTC	Planning, programming, and monitoring		CON	29	0	29		
Solano	SOL010002	Solano TA	Planning, programming, and monitoring		CON	38	0	38		
Solano RTIP Totals										
Sonoma	SON990001	Caltrans	U.S. 101 HOV lanes, Rt 12-Steele Lane		CON & CON SUP	36,573	0	36,573	CON - \$30,770M; CON SUP - \$4.7M; CON (escalated) - \$1,103M	
Sonoma	MTC990005	MTC	Planning, programming, and monitoring		CON	41	0	41		
Sonoma	SON010017	SCTA	Planning, programming, and monitoring		CON	62	0	62		
Sonoma RTIP Totals										
Total RTIP - Region							0	36,676	0	150,965

STIP Allocation Status Report for FY 2005-06 Programmed Projects

Allocation Deadline 6/30/2006

(\$1,000's)

RTIP - TE

County	Agency	Project	Allocation Date	Phase	Programmed Amount	Completed Allocations	Balance	Comments
Alameda	ALA990015	Union City Intermodal Station - TE Elements		CON	5,307	0	5,307	
Alameda	CC030009	Bicycle pavilions, BART stations		CON & PSE	450	0	450	PSE - \$34K; CON - \$416K
Contra Costa	CC010031	Delta DeAnza Trail crossing of Rt 4		CON	311	0	311	Amendment pending to shift funds to FY 2006-07
Contra Costa	CC030010	Camino Taassajara Rd, bikeway shoulders		CON	324	0	324	Amendment pending to shift funds to FY 2006-07
Contra Costa	CC030008	Pleasant Hill Rd, Mt Diablo-Condit, bikeway imp		CON	1,436	0	1,436	
Marin	NEW	Marin CMA		CON	1,005	0	1,005	Leave in FY 2005-06 per CMA
Napa	NEW	NCTPA		CON	623	0	623	Shift to FY 2006-07 per CMA
San Francisco	NEW	SFCTA		CON	2,712	0	2,712	Amendment pending to program funds to projects
San Mateo	NEW	SM C/CAG		CON	2,383	0	2,383	Amendment pending to shift funds to FY 2007-08
Santa Clara	SCL991063	Borregas Ave Bike Bridges Over U.S. 101 and S.R. 237		CON	3,700	0	3,700	Shift to FY 2006-07 per CMA
Santa Clara	SCL050010	San Tomas Aquino Creek Bike Trail - Reach III		CON	2,000	0	2,000	Leave in FY 2005-06 per CMA
Santa Clara	NEW	VTA		CON	513	0	513	Amendment pending to shift funds to FY 2006-07
Solano	NEW	STA		CON	1,629	0	1,629	Leave in FY 2005-06 per CMA
Sonoma	NEW	SCTA		CON	1,988	0	1,988	Amendment pending to shift funds to later years
Total RTIP - TE					24,381	0	24,381	

ITIP

County	Agency	Project	Allocation Date	Phase	Programmed Amount	Completed Allocations	Balance	Comments
Contra Costa	CC010009	CCJPA		ROW	3,000	0	3,000	
Contra Costa	CC010003	SR 4 - Loveridge-Somersville, 8 lanes w/HOV		CON & CON SUP	24,384	0	24,384	CON - \$17.8M; CON SUP - \$5.5M; CON (escalated) - \$1.084M
Napa	NAP010008	Caltrans		PSE	2,000	0	2,000	
San Mateo	SM010031	Caltrans		CON & CON SUP	15,468	0	15,468	CON - \$8.561M; CON SUP - \$6.650M; CON (escalated) - \$257K
Santa Clara	SCL010040	Caltrans		CON & CON SUP	3,551	0	3,551	CON - \$1.151M; CON SUP - \$2.4M
Santa Clara	SCL970002	Caltrans		ROW & CON	1,000	0	1,000	ROW - \$400K; CON - \$1M
Santa Clara	SCL010040	VTA		ROW & PSE	1,759	0	1,759	ROW - \$1.704M; PSE - \$55K
Sonoma	SON990001	Caltrans		CON	12,360	0	12,360	CON - \$12M; CON (escalated) - \$360K
Total ITIP					63,522	0	63,522	

ITIP - TE

County	Agency	Project	Allocation Date	Phase	Programmed Amount	Completed Allocations	Balance	Comments
Marin	MIRN050003	Caltrans		CON & CON SUP	625	0	625	Amendment pending to shift to FY 2006-07 CON - \$525K; CON SUP - \$100K
Marin	MIRN050012	Caltrans		CON & CON SUP	210	0	210	CON - \$170K; CON SUP - \$40K
San Francisco	SF050007	Caltrans		CON & CON SUP	575	0	575	CON - \$525K; CON SUP - \$50K
Sonoma	SON050002	Caltrans		ROW & ROW SUP & CON	2,344	0	2,344	ROW - \$1M; ROW SUP - \$9K; CON - \$1.338M
Total ITIP - TE					3,754	0	3,754	



DATE: March 13, 2005
TO: STA TAC
FROM: Mike Duncan, Director for Projects
RE: Federal FY 2004-05 Obligation Status

Background:

Projects funded in FY 2004-05 with Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds are subject to the new project delivery guidelines and deadlines established by Caltrans and the Metropolitan Transportation Commission (MTC).

Solano County projects receiving STP and CMAQ funds in FY 2004-05 are shown in Attachment A.

Discussion:

Solano County agencies have a number of federally funded projects in FY 2004-05, including projects funded with Eastern Solano County CMAQ funds and local streets and roads projects advanced from FY 2005-06. The projects programmed with Eastern Solano CMAQ funds were amended into the Transportation Improvement Program (TIP) through Amendment 05-02. Additionally, local streets and roads projects funded with STP funds that were advanced to FY 2004-05 were amended into the TIP through Amendment 05-04.

Projects programmed in FY 2004-05 with STP and CMAQ federal funds must have the request for obligation to Caltrans by Friday, April 1, 2005.

Recommendation:

Informational.

Attachment

- A. MTC list of STP and CMAQ Projects for FY 2004-05 (as of February 28, 2005)

METROPOLITAN TRANSPORTATION COMMISSION
 FFY 2004-05 Obligation Plan Status
 STP / CMAQ Funds
 February 28, 2005

#	County	Agency	Federal Project ID	FTA Grant No.	TIP ID	Project Title	STP Program Amount	CMAQ Program Amount	Fund	Prog Code	STP Obligation Amount	CMAQ Obligation Amount	Obligation Date	Obligation Remaining Balance
1	Alameda	AC Transit	ALA010083	Acquire 416 Bus Catalyst Devices			\$88,000		CMAQ				2/24/2005	\$88,000
2	Alameda	City of San Leandro	STPL-5041(024)	Washington Ave Rehabilitation (PS&E)			\$30,000		STP	H230	\$30,000		2/28/2005	
3	Alameda	County of Alameda	ALA050021	East Avenue Rehabilitation (PS&E)			\$27,000		STP	H230	\$27,000			
4	Alameda	County of Alameda	ALA030002	Vasco Road Safety Imps. - Phase 1			\$3,900,000		STP					\$3,900,000
5	Alameda	LAVTA	ALA030015	Acquire 25 Bus Catalyst Devices			\$203,000		CMAQ					\$203,000
6	Alameda	LAVTA	ALA030017	Express Bus - Route 70 and Subscription Routes - FY 04-05			\$89,000		CMAQ					\$89,000
7	Contra Costa	AC Transit	CC-030020	Express Bus - I-80 Richmond TransBay Route - FY 04-05			\$114,000		CMAQ					\$114,000
8	Contra Costa	CCCTA	CC-030016	Acquire 103 Bus Catalyst Devices			\$284,000		STP					\$284,000
9	Contra Costa	City of Clayton	CC-050016	Marsh Creek Road Rehabilitation (CON)			\$13,000		STP	H230	\$48,691		2/16/2005	-\$35,691
10	Contra Costa	City of Danville	STPL-5434(014)	Diablo Road Rehabilitation (P&E)			\$520,000		STP	H230	\$88,000			\$520,000
11	Contra Costa	City of Danville	CC-050021	Diablo Road Rehabilitation (CON)			\$88,000		STP					\$88,000
12	Contra Costa	City of Martinez	CC-050018	Alhambra Avenue Rehabilitation (PE)			\$217,000		STP	Q230	\$213,735		2/9/2005	\$66,000
13	Contra Costa	City of Oakley	STPL-5477(001)	O'Hara Avenue Overlay			\$213,735		STP	Q230	\$309,000			\$309,000
14	Contra Costa	City of Oakley	STPL-5477(001)	East Cypress Road Overlay			\$1,900,000		STP	H230	\$145,000		12/15/2004	\$309,000
15	Contra Costa	City of Richmond	CC-050015	Carlson Boulevard Rehabilitation (CON)			\$720,500		STP	H230	\$720,500			\$720,500
16	Contra Costa	City of Richmond	STPL-5137(028)	TLC - Richmond Greenway and Bikeway			\$438,000		CMAQ					\$438,000
17	Contra Costa	Richmond/BART	STPL-5137(032)	HIP - Richmond Transit Village Transit/Ped Imp. (ENV)			\$145,000		STP	H230	\$145,000		12/15/2004	
18	Contra Costa	Richmond/BART	STPL-5137(032)	HIP - Richmond Transit Village Transit/Ped Imp. (CON)			\$720,500		STP	H230	\$720,500		12/15/2004	
19	Contra Costa	TriDelta	CC-030022	Express Bus - Route 300 - FY 04-05			\$438,000		CMAQ					\$438,000
20	Contra Costa	TriDelta	CC-030017	Acquire 54 Bus Catalyst Devices			\$114,000		CMAQ	H400	\$114,000		2/14/2005	
21	Contra Costa	WestCat	CC-030023	Express Bus - Hwy 4 del Norte BART to Martinez - FY 04-05			\$114,000		CMAQ	H400	\$114,000		2/14/2005	
22	Marin	GGBHDT	FTACML-6003(022)	CA-90-Y353 Acquire 82 Bus Catalyst Devices			\$330,000		STP					\$330,000
23	Marin	Golden Gate Transit	MRN030008	Express Bus - Route 101 Corridor - FY 04-05			\$424,000		STP					\$424,000
24	Napa	County of Napa	NAP050005	Yountville Cross Road Rehabilitation (CON)			\$330,000		STP					\$330,000
25	Napa	County of Napa	NAP050006	Silverado Trail Rehabilitation (CON)			\$424,000		STP					\$424,000
26	Region-Wide	BAAQMD	MTC050016	AQ Strategy - Garbage Truck Repower / Catalytic Devices			\$2,000,000		CMAQ					\$2,000,000
27	Region-Wide	BAAQMD	MTC050017	AQ Strategy - Hydrogen Fuel Cell Station			\$25,000		CMAQ					\$25,000
28	Region-Wide	BAAQMD	MTC050018	Spare The Air - Free Work-Day Commute on Transit			\$2,861,000		CMAQ					\$2,861,000
29	Region-Wide	BAAQMD	CML-6297(003)	Platform Edge Tile Replacement Program			\$1,000,000		CMAQ	H400	\$1,000,000		12/1/2004	\$2,861,000
30	Region-Wide	BART	BRT050001	Platform Edge Tile Replacement Program			\$2,000,000		STP					\$2,000,000
31	Region-Wide	MTC	CML-6084(095)	TransLink@FY 04-05 (CMAQ portion)			\$19,800,000		CMAQ	H600	\$19,800,000		11/18/2004	\$2,000,000
32	Region-Wide	MTC	MTC990014	Regional Transit Information System (RTIS)			\$2,000,000		CMAQ					\$2,000,000
33	San Francisco	MUNI	FTACML-6016(016)	CA-90-Y348 Acquire 45 Motor Coach Clean Air Device Retrofit			\$365,000		CMAQ	H400	\$365,000		1/27/2005	\$2,000,000
34	San Mateo	City of East Palo Alto	SM-050019	Bay Road Rehabilitation (CON)			\$122,000		STP					\$122,000
35	San Mateo	City of Woodside	SM-050013	Tripp Road Rehabilitation (CON)			\$64,000		STP					\$64,000
36	San Mateo	County of San Mateo	SM-050024	Pescadero Creek Road Resurfacing			\$310,000		STP					\$310,000
37	San Mateo	SamTrans	CA-90-Y344	Acquire 265 Bus Catalyst Devices			\$454,000		CMAQ	H400	\$454,000		2/25/2005	\$310,000
38	San Mateo	SamTrans	FTACML-6170(019)	CA-90-Y344 Express Bus - El Camino Real Corridor - FY 04-05			\$306,000		CMAQ	H400	\$306,000		1/19/2005	\$310,000
39	Santa Clara	City of Sunnyvale	SCL010028	Sunnyvale North-South Bikeways			\$22,026		STP	Q230	\$22,026			\$22,026

METROPOLITAN TRANSPORTATION COMMISSION
FFY 2004-05 Obligation Plan Status
STP / CMAQ Funds
February 28, 2005

#	County	Agency	Federal Project ID	FTA Grant No.	TIP ID	Project Title	STP Program Amount	CMAQ Program Amount	Fund	Prog Code	STP Obligation Amount	CMAQ Obligation Amount	Obligation Date	Obligation Remaining Balance
40	Santa Clara	County of Santa Clara			SCL050026	Santa Clara Co. - Page Mill Road Rehabilitation (CON)	\$100,000		STP					\$100,000
41	Santa Clara	VTA			SCL030021	Acquire 99 Bus Catalyst Devices		\$802,000	CMAQ					\$802,000
42	Santa Clara	VTA			SCL030021	AQ Strategy - 129 Bus Catalyst Devices		\$1,057,000	CMAQ					\$1,057,000
43	Solano	City of Dixon			SOL030001	Dixon Intermodal Facility		\$875,000	CMAQ					\$875,000
44	Solano	City of Dixon			SOL050021	North Almond Street Rehabilitation (CON)	\$75,000		STP					\$75,000
45	Solano	City of Fairfield			SOL030018	Acquire 24 Bus Catalyst Devices - FY 04-05		\$195,000	CMAQ					\$195,000
46	Solano	City of Rio Vista			SOL050016	2nd Street and Gardiner Way Rehabilitation (CON)			STP					\$75,000
47	Solano	City of Suisun City			SOL050018	Emperor Drive Rehabilitation (CON)	\$75,000		STP					\$75,000
48	Solano	City of Vacaville		CML-5094(038)	SOL050025	Ulatis Creek Bike Path (ENV)		\$100,000	CMAQ	H400		\$50,406	2/25/2005	\$75,000
49	Solano	City of Vacaville			SOL050025	Ulatis Creek Bike Path (PSE)		\$50,000	CMAQ					\$49,594
50	Solano	City of Vacaville			SOL050025	Ulatis Creek Bike Path (CON)		\$250,000	CMAQ					\$250,000
51	Solano	City of Vacaville			SOL050026	Southside Bikeway (ENV)		\$150,000	CMAQ					\$150,000
52	Solano	City of Vacaville			SOL050026	Southside Bikeway (PSE)		\$150,000	CMAQ					\$150,000
53	Solano	City of Vacaville			SOL050027	Centennial Park Bike Path (ENV)		\$150,000	CMAQ					\$150,000
54	Solano	City of Vacaville			SOL050027	Centennial Park Bike Path (PSE)		\$150,000	CMAQ					\$150,000
55	Solano	City of Vacaville			SOL050019	Alamo Drive Rehabilitation (CON)	\$246,000		CMAQ					\$246,000
56	Solano	City of Vallejo			SOL010033	Acquire 27 Bus Catalyst Devices - FY 04-05		\$219,000	STP					\$219,000
57	Solano	City of Vallejo			SOL030017	Express Bus - Vallejo Bay Link (BART Express Rte 70 - FY 04-05)		FUNDS SWAPPED	CMAQ					DO NOT TRANSFER - FUNDS SWAPPED OUT
58	Solano	City of Vallejo			SOL050020	Admiral Callaghan Lane & Humboldt Street Rehab (CON)	\$313,000		STP					\$313,000
59	Solano	County of Solano		CML-5923(071)	SOL050024	Vacaville-Dixon Class 2 Bicycle Lane		\$200,000	CMAQ	H400		\$200,000	2/24/2005	
60	Solano	County of Solano			SOL050017	Fry Road & Lake Herman Road Rehab. (CON)	\$602,000		STP					\$602,000
61	Solano	Fairfield/Suisun Transit			SOL030016	Express Bus - Vacaville to Walnut Creek BART - FY 04-05		FUNDS SWAPPED	CMAQ					DO NOT TRANSFER - FUNDS SWAPPED OUT
62	Sonoma	Santa Rosa Bus			SON030008	Acquire 22 Bus Catalyst Devices		\$175,000	CMAQ					\$175,000

\$3,323,952	\$22,289,406	\$25,613,358
\$47,467,261	\$13,103,261	\$34,364,000

METROPOLITAN TRANSPORTATION COMMISSION
FFY 2004-05 Obligation Plan Status
STP / CMAQ Funds
February 28, 2005

#	County	Agency	Federal Project ID	FTA Grant No.	TIP ID	Project Title	STP Program Amount	CMAQ Program Amount	Fund	Prog Code	STP Obligation Amount	CMAQ Obligation Amount	Obligation Date	Obligation Remaining Balance
1	Alameda	AC Transit	FTACML-6002(012)	CA-90-Y249	ALA990020	AC Transit - Engine Transmission Rehabilitation FY 05-06	\$628,000		STP		\$628,000		8/23/2004	
2	Alameda	AC Transit	FTACML-6002(012)	CA-90-Y249	ALA030001	AC Transit - Bus Component Rehabilitation - FY 05-06	\$4,000,000		STP		\$4,000,000		8/23/2004	
3	Alameda	MTC/Alameda Co CMA	STPL-6084(101)	ALA979001	ALA979001	CMA Planning - Alameda CMA - FY 04-05	\$604,000		STP		\$604,000		8/12/2004	
4	Contra Costa	CCCTA	FTACML-6156(006)	CA-90-Y315	CC-030021	Express Bus - I-880 Martinez to Walnut Creek - FY 04-05	\$208,000		CMAQ			\$208,000	8/23/2004	
5	Contra Costa	CCCTA	FTACML-6156(006)	CA-90-Y315	CC-030016	Acquire 89 Bus Catalyst Devices - FY 04-05	\$721,000		CMAQ			\$721,000	8/23/2004	
6	Contra Costa	MTC/Contra Costa TA	STPL-6084(101)	CC-979042	CC-979042	CMA Planning - Contra Costa TA - FY 04-05	\$448,000		STP		\$448,000		8/12/2004	
7	Contra Costa	WestCat	FTACML-6226(004)	CA-90-Y299	CC-030018	Acquire 30 Bus Catalyst Devices - FY 04-05	\$243,000		CMAQ			\$243,000	8/15/2004	
8	Marin	MTC/Marin CMA	STPL-6084(101)	MRN970034	MRN970034	CMA Planning - Marin CMA - FY 04-05	\$390,000		STP		\$390,000		8/12/2004	
9	Napa	MTC/Napa TPA	STPL-6084(101)	NAP970004	NAP970004	CMA Planning - Napa TPA - FY 04-05	\$390,000		STP		\$390,000		8/12/2004	
10	Region-Wide	BART	FTACML-6000(022)	CA-90-Y270	BRT030006	TransLink@FY 03-04 - BART FY 04-05	\$4,515,000		CMAQ			\$4,515,000	8/15/2004	
11	Region-Wide	MTC	ACML-6084(082)	MTC030003	MTC030003	Freeway Operations / TOS - FY 04-05	\$3,600,000		CMAQ			\$3,600,000	8/11/2004	
12	Region-Wide	MTC	CML-6084(088)	MTC990003	MTC990003	Regional Rideshare - FY 04-05	\$2,800,000		CMAQ			\$2,800,000	8/11/2004	
13	Region-Wide	MTC	CML-6084(089)	MTC990013	MTC990013	Regional Transit Marketing - FY 04-05	\$600,000		CMAQ			\$600,000	8/11/2004	
14	Region-Wide	MTC	STPL-6084(090)	MTC990014	MTC990014	Regional Transit Information System (RTIS) - FY 04-05	\$800,000		STP		\$800,000		8/10/2004	
15	Region-Wide	MTC	STPL-6084(091)	MTC990006	MTC990006	511 - TruInfo@ - FY 04-05	\$5,300,000		STP		\$5,300,000		8/10/2004	
16	Region-Wide	MTC	CML-6084(095)	MTC990002	MTC990002	TransLink@ (STP portion) - FY 04-05	\$4,000,000		STP		\$4,000,000		8/11/2004	
17	Region-Wide	MTC	STPCML-6084(097)	MTC990018	MTC990018	TETAP - Arterial Timing - (CMAQ Portion) FY 04-05	\$1,200,000		CMAQ			\$1,200,000	8/11/2004	
18	Region-Wide	MTC	STPCML-6084(097)	MTC990018	MTC990018	Traffic Erg Tech Asst Prog (TETAP) - (STP portion) - FY 04-05	\$250,000		STP		\$250,000		8/11/2004	
19	Region-Wide	MTC	STPL-6084(098)	MTC990017	MTC990017	Pavement Mgmt Tech Assist Prog (PTAP) - FY 04-05	\$700,000		STP		\$700,000		8/11/2004	
20	Region-Wide	MTC	STPL-6084(099)	MTC030005	MTC030005	TLC/HP Planning Grants - FY 04-05	\$442,000		STP		\$442,000		8/11/2004	
21	Region-Wide	MTC	STPL-6084(100)	MTC991001	MTC991001	Performance Monitoring - FY 04-05	\$400,000		STP		\$400,000		8/11/2004	
22	San Francisco	BART	FTACML-6000(022)	CA-90-Y270-01	BRT991003	BART - Downtown Stations Seismic Analysis (ENV Only) - FY 05-06	\$442,000		STP		\$442,000		8/23/2004	
23	San Francisco	MTC/San Francisco TA	STPL-6084(101)	SF-990015	SF-990015	CMA Planning - San Francisco CTA - FY 04-05	\$394,000		STP		\$394,000		8/12/2004	
24	San Francisco	SF Muni	FTACML-6016(015)	CA-90-Y245	SF-010024	SF Muni - 1401 Boyart Seismic Retrofit Rehab/ Replaces - FY 05-06	\$9,200,000		STP		\$9,200,000		8/13/2004	
25	San Mateo	MTC/San Mateo TA	STPL-6084(101)	SM-979033	SM-979033	CMA Planning - San Mateo TA - FY 04-05	\$678,000		STP		\$678,000		8/12/2004	
26	Santa Clara	MTC/Santa Clara VTA	STPL-6084(101)	SCL978008	SCL978008	CMA Planning - Santa Clara VTA - FY 04-05	\$390,000		STP		\$390,000		8/12/2004	
27	Solano	MTC/Solano TA	STPL-6084(101)	SOL970033	SOL970033	CMA Planning - Solano TA - FY 04-05	\$390,000		STP		\$390,000		8/12/2004	
28	Solano	Solano Co TA	CML-6249(015)	SOL991088	SOL991088	Eastern Solano Spare the Air - FY 05-06	\$150,000		CMAQ			\$150,000	7/12/2004	
29	Solano	Solano TA	HP21L-6245(009)	SOL990004	SOL990004	Jepson Parkway - Leburne Town Road Interchange - FY 05-06	\$4,650,000		STP		\$4,650,000		5/24/2004	
30	Solano	Vacaville	CML-5094(029)	SOL991063	SOL991063	Electric Vehicle Program Expansion - FY 05-06	\$50,000		CMAQ			\$50,000	7/15/2004	
31	Solano	Vacaville	CML-5094(032)	SOL991064	SOL991064	Purchase of Compressed Natural Gas (CNG) Vehicles - FY 05-06	\$25,000		CMAQ			\$25,000	7/15/2004	
32	Sonoma	MTC/Sonoma Co TA	STPL-6084(101)	SON970081	SON970081	CMA Planning - Sonoma CTA - FY 04-05	\$390,000		STP		\$390,000		8/12/2004	

\$48,993,000 \$34,887,000 \$14,112,000
 \$34,887,000 \$14,112,000

METROPOLITAN TRANSPORTATION COMMISSION
2005 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TIP AMENDMENT PROGRESS

Amendment Type

Description

MTC Approval Date

Caltrans Approval Date

FTA/FHWA Approval Date

05-06	Major	Amendment 05-06 is MTC's annual Program of Project (POP) TIP amendment which reconciles programmed transit funds to actual federal apportionment. The amendment also adds in new federal earmarks to several projects throughout the region.	03/23/05		
05-05	Major	Amendment 05-05 conforms the 2005 TIP to the latest emissions standards and amends in several non-exempt projects throughout the region.	2/23/05	Pending	Pending
05-04	Minor	Amendment 05-04 advances STP/CMAQ funds currently programmed in FY06 and FY07 into FY05.	2/8/05	2/9/05	N/A
05-03	Minor	Amendment 05-03 revises funding programmed to several STIP projects for financial constraint purposes and makes other minor revisions to projects throughout the region.	1/5/05	1/10/05	N/A
05-02	Major	Amendment 05-02 programs 2nd Cycle STP/CMAQ projects into the 2005 TIP. 2nd Cycle projects include numerous Local Street and Road Rehabilitation projects, new TLC projects and funding for CMA planning activities. The amendment also constrains several STIP projects to the adopted STIP and makes other corrections to projects throughout the region.	12/15/04	1/18/05	2/4/05
05-01	Minor	Amendment 05-01 constrains several projects in the 2005 TIP to the adopted 2004 State Transportation Improvement Program (STIP); made revisions to the Catalytic Device procurement program and made minor revisions to other projects throughout the region.	11/17/04	11/22/04	N/A
05-00	Major	Adoption of the 2005 Transportation Improvement Program (TIP).	7/28/04	9/10/04	10/4/04



DATE: March 13, 2005
TO: STA TAC
FROM: Mike Duncan, Director of Projects
RE: Highway Projects Status Report:
1) I-80/I-680/SR 12 Interchange
2) North Connector
3) Caltrans Auxiliary Lanes Project
4) Jepson Parkway
5) Highway 37
6) Highway 12 (Jameson Canyon and 12/29 Interchange)
7) Highway 12 (East)
8) SR 113 (Downtown Dixon)

Background:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The State FY 2004-05 budget provides continued funding through June 30, 2005 for Traffic Congestion Relief Program (TCRP) projects previously allocated funds by the California Transportation Commission (CTC). The I-80/I-680/SR 12 Interchange environmental studies, the North Connector environmental studies, and the Jameson Canyon environmental studies have all continued to receive reimbursements from the state and will receive allocated funding in FY 2004-05. Continued funding of TCRP projects in FY 2005-06 will require action by the legislature and governor.

The Federal TEA-21 Reauthorization is currently going through Congress. Since the expiration of TEA-21 on September 30, 2003, Federal funding has continued at TEA-21 levels for funds coming to the region; however, new Federal earmarks (I-80/I-680/SR 12 Interchange, Jepson Parkway, and Jameson Canyon) must be contained in the TEA-21 Reauthorization for these projects to receive new Federal funds.

Discussion:

The following provides an update to major highway projects in Solano County:

1) *I-80/I-680/SR 12 Interchange PA/ED.* The environmental phase of this project is totally funded by a TCRP grant (\$8.1M) and funds have been allocated by the CTC. The environmental studies are underway by a joint venture of MTCO/Nolte. The Cordelia Truck Scales Relocation Study is complete and the STA Board of Directors recommended to the State to construct new scales within the I-80/I-680/SR 12 Interchange with a design that includes shorter entrance and exit ramps. A copy of the completed study will be provided at the March 23, 2005 TAC meeting. STA staff and consultants met with staff from several resource agencies (the Bay Conservation and

Development Commission, California Fish and Game Department and U.S. Fish and Wildlife Service) and received guidance on how to proceed with evaluating the potential impacts of this project on the Suisun Marsh. The project limits for the studies have been expanded to Air Base Parkway in order to include an I-80 HOV lane from SR 12 West to Air Base Parkway. Additionally, an interchange at SR 12 and Red Top Road has also been included as part of the PA/ED phase. The project has been delayed due to difficulties in developing a new Solano-Napa Travel Demand Model. The new model was provided to the consultant on February 9, 2005 and traffic analyses are currently underway. The PA/ED phase of this project is currently scheduled for completion in 2007; however, delays in the traffic analysis may require this date to slip.

2) *North Connector PA/ED*. Korve Engineering was selected for the PA/ED phase for the North Connector. Comments on the Administrative Draft of the Environmental Document have been received from Caltrans and revisions are underway. In October 2004, Caltrans required significant additional cultural resources studies. These studies are underway, but have been delayed due to wet weather. The North Connector PA/ED is fully funded through the TCRP (\$2.7M). The Draft Environmental Assessment/Environmental Impact Report (EA/EIR) is scheduled for release in Fall 2005 with the final EA/EIR anticipated by Winter 2005/2006.

3) *Caltrans Auxiliary Lanes Project*. The ribbon cutting for this project was held on December 17, 2004 and the project is fully open to traffic. The project was funded through the Interregional Transportation Improvement Program (ITIP) and the State Highway Operations and Protection Program (SHOPP). This project added one lane in each direction between I-680 and SR 12 East and also provided a two-lane ramp between I-80 and I-680 in both directions. The project was on schedule and on budget and has provided traffic congestion relief through this section of the I-80/I-680/SR12 Interchange.

4) *Jepson Parkway*. The Environmental Impact Study (EIS) is underway for the Jepson Parkway with scheduled completion of the Draft EIS in 2005. Several segments of the project have been completed, including the Vanden/Peabody intersection realignment in Fairfield, replacement/widening of three bridges in Vacaville, and Leisure Town Road improvements in Solano County. Additionally, the Walters Road widening segment in Suisun City opened to traffic in mid-January 2005 and the I-80/Leisure Town Road Interchange is under construction with scheduled completion in 2006. Currently, the project consultants are evaluating the Walters Road extension to determine if the proposed alignment can be modified to avoid some environmentally sensitive areas.

5) *Highway 37*. Phase 2 and Phase 3 are under construction and proceeding on schedule. Phase 2 provides four lanes from the Napa River Bridge to SR 29. Phase 3 constructs the SR 37/29 interchange and is scheduled to be complete by December 2005. The project is fully funded with \$62M in ITIP and STIP funds that have been allocated by the CTC. The contracts for both Phase 2 and Phase 3 were awarded to O.C. Jones Construction. The ribbon cutting for this project is being planned with a tentative opening date of June 2005.

6) *Highway 12 (Jameson Canyon and 12/29 Interchange)*. Caltrans is currently in the PA/ED phase for the project. The environmental and design phases of this project are funded in the TCRP and \$4.1M of the \$7.0M in TCRP funds has been allocated by the CTC. Caltrans District IV has recently reinstated the consultant contracts for this project

for traffic operations and cultural resources. The STA, Napa County Transportation Planning Agency (NCTPA), and Caltrans have participated in a value analysis process with the goal of identifying a “fundable” roadway project. The value analysis process resulted in a recommendation for a 4-lane conventional roadway instead of a freeway design, reducing the estimated costs from \$262M to \$104M. Continued TCRP funding in the State FY 2004-05 Budget will allow this project to proceed through June 30, 2005; however, continued TCRP funding will require action by the legislature and governor in the FY 2005-06 budget. Caltrans District 4 has continued with the PA/ED phase of this project and proposes to complete it within budget by 2006.

7) *Highway 12 (East)*. Three State Highway Operations and Protection Program (SHOPP) projects are currently underway between Suisun City and Rio Vista. The Round Hill Creek Bridge project is complete. The other two projects provide profile improvements and shoulder widening to correct safety deficiencies, as well as turning lanes at some intersections. The draft Environmental Impact Report was released for review by Caltrans in January 2004 and a Public Meeting was held on March 10, 2004 at the Western Railroad Museum to receive public comments. Construction is scheduled for 2006-2008. The current cost estimate for the Scandia to Denverton project is \$11.5M and the cost estimate for the Denverton to Currie project is \$25M. Both projects are currently funded through the design stage and full funding is anticipated through the SHOPP program in FY 2005-06.

8) *SR 113 (Downtown Dixon)*. For approximately 10 years, the City of Dixon has requested from Caltrans major improvements to SR 113 through the downtown. This project stalled for several reasons. In October 2002, City staff and STA staff began working with Caltrans District 4 to move this project forward. Reconstruction of SR 113 in Downtown Dixon is included in the 2004 SHOPP program and is scheduled for the April 2005 CTC for an allocation vote. A Cooperative Agreement between Dixon and Caltrans provides for the City to complete sidewalk repairs along the project and the design of the reconstruction project. Caltrans will complete right-of-way and utility coordination and construction of the project. Construction is scheduled for Summer 2005.

Recommendation:
Informational.



DATE: March 14, 2005
TO: STA TAC
FROM: Elizabeth Richards, SNCI Program Director
RE: MTC/BAAQMD Spare the Air Transit Promotion

Background:

The Bay Area Air Quality Management District (BAAQMD) has coordinated the Spare the Air campaign for over ten years. The Spare the Air campaign encourages individuals to modify their travel and some other behaviors on days that are forecasted to be "Spare the Air" Days. The BAAQMD monitors the air quality and weather patterns to predict the next day's air quality levels and if they are predicted to exceed air quality standards, the public is notified through Spare the Air announcements. To reduce air pollutants and avoid an exceedance, the public is encouraged to reduce driving and increase the use of alternative modes including transit.

The Bay Area's Spare the Air season runs from June 1 through mid-October. Last year, a new element was added to the Spare the Air campaign. Through a partnership among the BAAQMD, Metropolitan Transportation Commission (MTC), and Bay Area Rapid Transit (BART) free rides were given on BART. To increase ridership and reduce early morning air pollutants which cause the most damage during the day, BART rides were free from 4am-9am on any non-holiday Spare the Air weekday. BART was reimbursed for the lost passenger fare revenue. There were fewer than five Spare the Air days. The program was evaluated and with significantly increased ridership (8%) documented this Spare the Air strategy was deemed a success. To build upon this success, the BAAQMD and MTC are working together to expand the free transit promotion as part of the Spare the Air campaign in 2005.

As presented at the February Consortium meeting, MTC and the BAAQMD convened the Bay Area's transit operators in early February to introduce this proposal. The group met again in early March. STA staff attended both meetings. In summary, all transit operators are encouraged to participate. Participating transit operators would be reimbursed for passenger fares lost on Spare the Air Days at specified amounts. The proposed conditions for participating in the campaign were presented. The conditions include a plan on how to accommodate a potential 10% increase in ridership, a secure communications strategy, and evaluation reporting plan. Also, key transit staff members need to be identified who can make operational and marketing decisions

Discussion:

To maximize the impact and simplify the marketing message, MTC and the BAAQMD highly encourage all transit operators to participate. In early March, a joint letter from MTC and the BAAQMD was sent to Bay Area transit operators' General Managers advising them of this marketing opportunity (the list of who the letters were addressed to in Solano are listed on Attachment A).

The funding for this promotion includes federal funds and thus funding authorizations and reimbursements must be processed through Caltrans. To streamline the process, the BAAQMD will singularly coordinate with Caltrans and establish funding agreements between the BAAQMD and transit operators. Reimbursements from the BAAQMD will be provided after each "Spare the Air Day" and will not be delayed until the end of the Spare the Air season.

Vallejo Transit, Fairfield-Suisun Transit, and Vacaville City Coach are included in the budget for passenger fare reimbursement if they choose to participate. Benicia Transit was inadvertently not included on the original list, but is invited and encouraged to participate. Dixon and Rio Vista are also encouraged to participate. The final draft of the proposed reimbursement amounts are shown in Attachment B. Transit operators are encouraged to review it.

Issues that need further input from the transit operators include:

- Ridership Monitoring: Does each transit operator have the capability to provide daily (or AM peak) ridership figures on Spare the Air days? Is there some assistance MTC could provide for those who do not? (See Attachment C, Follow-up Items from March 3 Working Group).
- Paratransit: Based on the paratransit issue being raised by transit operators at the Working Group meetings, MTC has presented three questions that they would like transit operators' input on by the March 24 Working Group meeting (see Attachment D)

Key actions are coming up very quickly.

- * March 18 Initial strategies for Ridership Monitoring and Evaluation
- * March 24 Input on Paratransit Service Issues and Cost Estimates
- * March 31 Letter of commitment from transit operators who are interested in participating. This letter will serve as the transit operator's acknowledgement of the agreement for program participation and identify key staff representatives for this project.
- * March 31 Draft Operations Plan from operators
- * April 1 Draft Ridership Monitoring and Evaluation Plan.

These plans may be submitted by the transit operators to MTC. MTC is also open to a countywide plan from Solano operators. At the February Consortium meeting, there was

a general positive response from transit operators to participate, but concern raised that there was little time during March to prepare these plans. If interest remains from transit operators and letters of commitment are submitted, STA staff will coordinate with Solano transit operators and MTC to draft the plans.

Led by MTC and the BAAQMD, a next regionwide working group will meet March 24, 2005.

Recommendation:
Informational.

Attachments:

- A. List of GMs receiving letter from MTC/BAAQMD
- B. Draft Final Transit Operator Fare Revenue and Reimbursement Table
- C. Follow-up items from 3/3/05 Mtg agenda and materials for Spare the Air/Free Morning Commute Program
- D. MTC Memorandum, Paratransit Services (March 14, 2005)

Solano Recipients of General Manager letters
From BAAQMD and MTC

Letters dated February 22, 2005

<u>Transit Operator</u>	<u>Recipient</u>
Benicia Transit	Carole Wilson
Dixon Redit-Ride	Warren Salmons
Fairfield/Suisun Transit	Sandra Williams
Rio Vista Transit	Misty Cheng
Vacaville City Coach	Dale Pfeiffer
Vallejo Transit	John Harris

Operator	Annual Fare Revenue	Average Annual Daily Cost	Average Weekday Cost ¹ 1.225 to 1.0	Weekday AM Peak Cost ² 34.2%	Daily AM Peak 5-Day Total Cost	Plus 15% Contingency ³
AC Transit	41,056,000	112,482	137,791	47,124	235,622	270,965
ACE	3,211,000	8,797	10,777	3,686	18,428	21,192
Alameda-Oakland Ferry ⁴	1,597,000	4,375	5,360	1,833	9,165	10,540
BART	190,926,000	523,085	640,779	219,146	1,095,732	1,260,092
Caltrain	20,616,000	56,482	69,191	23,663	118,316	136,063
County Connection	4,210,000	11,534	14,129	4,832	24,161	27,786
Tri Delta Transit	1,724,000	4,723	5,786	1,979	9,894	11,378
Faifield/Suisun Transit System	662,000	1,814	2,222	760	3,799	4,369
GGBHTD	19,959,000	54,682	66,986	22,909	114,546	131,727
Harbor Bay Ferry	500,400	1,371	1,679	574	2,872	3,303
Healdsburg In-City Transit	15,000	41	50	17	86	99
LAVTA	1,648,000	4,515	5,531	1,892	9,458	10,877
NCTPA VINE	601,000	1,647	2,017	690	3,449	3,967
Petaluma Transit	130,000	356	436	149	746	858
SF MUNI	97,879,000	268,162	328,498	112,346	561,732	645,991
SamTrans	14,839,000	40,655	49,802	17,032	85,162	97,936
VTA	30,959,000	84,819	103,903	35,535	177,675	204,326
Santa Rosa City Bus	1,500,000	4,110	5,034	1,722	8,609	9,900
Sonoma County Transit	1,485,000	4,068	4,984	1,704	8,522	9,801
Union City Transit	304,000	833	1,020	349	1,745	2,006
Vacaville City Coach	154,000	422	517	177	884	1,016
Vallejo Transit/BayLink Ferry	7,242,000	19,841	24,305	8,312	41,562	47,796
WestCAT	898,000	2,460	3,014	1,031	5,154	5,927
	\$ 442,115,400	\$ 1,211,275	\$ 1,483,812	\$ 507,464	\$ 2,537,318	\$ 2,917,916

1. Bay Area average weekday transit trips versus average daily transit trips ratio equals 1.225:1.0 or 18.37% of total weekly transit trips
source: San Francisco Bay Area Travel Survey 2000, Regional Travel Characteristics Report, Vol. 1; page 21, Table 2.2.3.1

2. The AM peak period is defined as the hours between 4 and 9 am and is 34.2% of one weekday's total transit trips
source: San Francisco Bay Area Travel Survey 2000 Regional Travel Characteristics Report, Vol. 1; page B11

3. 15% Contingency Cost based on additional expenses to operators such as increased labor costs (including extra security, technicians and cleaning) and increased fuel/power costs

4. Annual fare revenue shown is based on FY 2002-03 except for Alameda-Oakland Ferry (preliminary estimate shown)



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Memorandum

TO: Spare the Air/Free Mornings Working Group

DATE: March 7, 2005

FR: Ashley Nguyen

RE: Follow-Up Items from March 3 Working Group Meeting

Working Group Roster

Attached is the current Working Group roster for your information.

Spare the Air/Free Morning Commute Program Description

Attached for your use is a short narrative on the Spare the Air/Free Morning Commute Program. Our Commission approved the \$4.0 million in federal/local funds for this program at its February 23, 2005 meeting.

Invitation Letter to General Managers – Letter of Commitment due to MTC by March 31

Attached is the invitation letter that we sent to the General Managers. We ask that each agency send us a letter of commitment to participate in this program by March 31.

Ridership Monitoring and Evaluation – Initial Strategies Due to MTC by March 18

MTC and the Air District will be responsible for evaluating the overall benefits of this program. We need your help in collecting and analyzing the transit ridership data through actual ridership counts and on-board customer surveys (see attached LAVTA survey), and where appropriate, we may help supplement your data collection effort. MTC's 511.org site will host a customer survey, but this survey will need to be supplemented by on-board surveys of key routes throughout the region. MTC will calculate the emissions reductions based on ridership and other route service characteristics data provided by the operators.

We asked the you provide us with your initial thoughts on the strategies that you would undertake to collect and evaluate ridership data for purposes of an evaluation of new riders, costs/benefits, and emission reductions. This will help us to determine how best to deploy additional resources to help you collect this data and for us to perform an overall evaluation of the benefits of this program. Here are the areas for which we seek your input:

1. What methodology would work best for your agency in terms of conducting ridership counts? Will you conduct manual counts at key routes (through sampling), or do you have technology such as AVL to conduct "automated" counts for all or key routes, or will you be able to extrapolate the counts through your fare box (GFI) for all or key routes? Other methods?
2. What resources do you have available to collect this data? How could MTC/Air District supplement your data collection effort?
3. Once you collect the data, how will you evaluate the ridership data to determine gains in new riders and increases in overall transit ridership as a result of this promotion? Will you be able to compare the transit ridership data from a Spare the Air event to historic transit ridership data for a comparable day/time from last week, last month, or last year? Other methods?
4. Will you be able to conduct on-board surveys for key routes?

MTC requests your review on our estimates of the fare revenue to be reimbursed to each participating operator. Our estimates include a 15 percent contingency to cover any additional cost that may arise. We expect each operator to contribute in-kind services such as staff time or cost of advertising space.

Cost Estimate for Paratransit Service – Due to MTC by March 24

MTC requests that you provide us with a cost estimate for paratransit services should we decide to include paratransit services in this program.

Draft Operations Plan – Due to MTC by March 31

MTC requests that you submit a Draft Operations Plan that details the “action items” that would be undertaken to implement this program. Key elements in the Operations Plan include, but not limited to, instructions to dispatchers/road supervisors, and operators on action items for a Spare the Air/Free Transit event; plans for accommodating potential increases in ridership via extra buses, streetcars, or traincars and additional customer service services and staff; and plans for disseminating the marketing/promotion materials in preparation for and during the event (including postings on your website). See LAVTA’s operational memos for examples.

We would also like to further discuss potential operation issues with you and solicit your ideas on creative ways to deal with them. Addressing these operational issues now will help to provide a positive experience for transit agency staff on the “front lines” and customers. Examples include providing grace periods after 9 am for users arriving late for the start or end of their transit trip, placing bags over fare boxes, placing decals over ticket machines, rewarding for monthly pass users (like the Pete’s Coffee discount card), and providing compensation for customers experiencing challenges during the promotion.

Next Working Group Meeting – March 24

The next Working Group meeting is scheduled for Thursday, March 24, 2 pm to 4 pm, at the MTC offices, Fishbowl Conference Room (3rd Floor). Tentative agenda topics may include: (1) presentation of the proposed marketing plan, (2) discussion of operational issues, (3) plans for Drill Day, and (4) review of Draft MOU between Air District and Transit Operators.

Roster Free Morning Commute Working Group

	Name	Agency	Email	Phone
1	Mike Furnary, Dir. of Marketing Tania Judkins	ECCTA (Tri Delta Transit)	mfurnary@eccta.org tjudkins@eccta.org	925-754-6622
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3	Andy Anderson, Ferry Services	Alameda/Oakland Ferry Service	panderso@ci.alameda.ca.us	510-749-5837
4	Brian Schmidt, Director of Rail Services	ACE	brian@acerail.com	209-944-6241
5	Penny Bertrand, SamTrans/Caltrain Marketing Michelle Bouchard, SamTrans/Caltrain Operations	SamTrans/Caltrain SamTrans/Caltrain	bertrandp@samtrans.com bouchardm@samtrans.com	650-508-6244 650-508-6420
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11	Rosemary Booth Manager, Marketing & Public Relations Lydia Wehrli, Marketing	LAVTA	rbooth@lavta.org lwehrli@lavta.org	925.455.7558 925.455.7556
12	Elizabeth Richards, Solano Transportation Authority	STA	erichards@sta-snci.com	707.427.5109
13	Marc Caposino	MUNI	Marc.caposino@sfmta.com	
14	Mike Steenburgh, Marketing Manager	ACE	mike@acerail.com	(209) 944-6235

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Spare the Air! Ride Transit Free This Summer

MTC is teaming with the Bay Area Air Quality Management District and public transit operators to give commuters a free ride this summer. Free morning commutes will be offered each time the BAAQMD declares a *Spare the Air* day — up to a maximum of five days during the June to October smog season — and will be available on every participating Bay Area transit system for all passengers who board before 9 a.m. The estimated \$4 million cost of the free ride program will be paid by MTC and BAAQMD, using federal and regional transportation dollars allocated to the Bay Area.

The Free Morning Rides promotion builds on the success of a pilot program that provided free morning LAVTA and BART rides on *Spare the Air* days in 2004. For example, BART's morning patronage increased by an average of 20,000 riders on the two weekday *Spare the Air* days during last year's summer smog season. And most importantly, there was not a single day when ozone levels anywhere in the Bay Area exceeded the federal one-hour standard.

Because weather is the biggest factor in the Bay Area's compliance with federal air quality standards, MTC and its partners increasingly are focusing on episodic controls that can be implemented when certain conditions are present. "Air quality in the Bay Area is excellent," notes MTC Executive Director Steve Heminger. "And MTC and the Air District are committed to keeping it that way. The free-ride program is an innovative way to meet the challenge on the handful of days each year when ozone levels creep up higher than normal."

The BAAQMD declares a *Spare the Air* day when it expects air pollution to reach unhealthy concentrations, which typically occur on hot, windless days. These announcements are made the afternoon prior to a *Spare the Air* day and usually receive wide notice on television and radio, and in the newspapers on the morning of a *Spare the Air* day. Declarations of *Spare the Air* days also are posted on the www.sparetheair.org Web site operated by the BAAQMD.

MTC's 511 program will host a *Spare the Air/Free Morning Rides Program* page with direct links to sparetheair.org and transit operator's websites for the public who may wish to learn more about this program. The www.511.org site is operated by MTC.



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Memorandum

TO: Spare the Air/Free Morning Commute Working Group

DATE: March 14, 2005

FR: Ashley Nguyen

RE: Paratransit Services

At our March 10 working group meeting, I requested that each operator provide MTC with cost estimates for providing paratransit services during the morning commute period. As a follow-up to this request, I ask that each operator provide a written response to each of these three questions and submit it to MTC prior to or at our March 24 working group meeting. We can discuss this issue further at the March 24 working group meeting.

1. Do you have the capacity to accommodate additional riders on a Spare the Air day? For instance, if your service is only at 50% capacity, and if you experienced a 50% increase in ridership, then you do indeed have the capacity to handle additional riders. If you are at capacity, do you have the capability to bring on additional vehicles to provide this service?
2. Will you be able to operate the free paratransit service on short notice? The Air District typically notifies the public of an official designated Spare the Air day by 1 pm the day before the Spare the Air day.
3. What is the net fare box revenue for a typical morning commute from 4 am to 9 am?

Should paratransit services be included in this program, MTC expects each operator to include this element in their operations plan.

Please let me know if you have any questions.

J:\SECTION\PLANNING\AIRQUAL\Free Transit-Spare the Air 2005\Paratransit_follow-up questions.doc