



Solano Transportation Authority

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Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

MEETING NOTICE

Wednesday, May 14, 2003

**STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA**

6:00 P.M. Regular Meeting

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY
To improve the quality of life in Solano County by delivering
transportation system projects to ensure mobility, travel safety, and
economic vitality.**

Time set forth on agenda is an estimate. Items may be heard before or after the times designated.

ITEM

BOARD/STAFF PERSON

I. CALL TO ORDER – CONFIRM QUORUM Chair Spering

II. APPROVAL OF AGENDA (6:00 – 6:05 p.m.)

III. OPPORTUNITY FOR PUBLIC COMMENT (6:05- 6:10 p.m.)
Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency's agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Kim Cassidy, Clerk of the Board, at 707.424.6075 during regular business hours, at least 24 hours prior to the time of the meeting.

STA Board Members:

Jim Spering, Chair City of Suisun City	Karin MacMillan, Vice Chair City of Fairfield	Pierre Bidou City of Benicia	Mary Ann Courville City of Dixon	Marci Coglianese City of Rio Vista	Len Augustine City of Vacaville	Dan Donahue City of Vallejo	John Silva County of Solano
Michael Segala	Harry Price	Dan Smith	Gil Vega	Ed Woodruff	Rischa Slade	Pete Rey	John Vasquez

V. **COMMENTS/UPDATE FROM STAFF,
CALTRANS AND MTC (6:15- 6:40 p.m.)**

A. **MTC Report**

B. **Caltrans Report**

Yader Bermudez

C. **STA Report**

D. **Presentation of MTC's Regional Transportation Plan**

Daryl Halls,
Dan Christians

VI. **CONSENT CALENDAR**

Recommendation: Approve the following consent items in one motion

(Note: Items under consent calendar may be removed for separate discussion.

(6:40-6:45 p.m.) – Pg 9

A. **STA Board Minutes of April 9, 2003**

Kim Cassidy

*Recommendation: Approve minutes of April 9,
2003*

– Pg 11

B. **Approve Draft TAC Minutes of April 30, 2003**

Kim Cassidy

Recommendation: Receive and file. – Pg 19

C. **Landpeople Contract Amendment -
Phase 3b of the Countywide Pedestrian/Trails Plan**

Robert Guerrero

Recommendation: Approve the following:

*1) Acceptance of the Bay Trails's \$6,000 Grant Augmentation for the
Solano Countywide Trails Plan;*

*2) Authorize a contract amendment and scope of work as specified
in Attachment B for Landpeople to complete the Solano Countywide
Pedestrian Trail Plan – Phase 3b for an amount not to exceed \$14,000;
and*

3) Extend Landpeople's contract to August 31, 2003. – Pg 25

D. **FY 2003-04 TFCA 40% Program Manager Funds**

Robert Guerrero

*Recommendation: Adopt the STA's FY 2003-04 TFCA 40%
Program Manager Funds Resolution (Attachment A) approving
the TFCA projects specified in Attachment B. – Pg 29*

E. **Renewal of Membership with SEDCORP**

Daryl Halls

Recommendation: Approve the following:

*1) Renewal of STA's membership with the Solano Economic
Development Corporation (SEDCORP) at the Board*

Member-Investor level of \$5,000 per year and 2) Authorize the

Chair to appoint a Board Member to serve as STA's representative to SEDCORP and an alternate to serve in his/her absence. – Pg 35

- F. Cost Allocation Plan for STA** Mike Duncan
Recommendation: Approve the Cost Allocation Plan (CAP) for the Solano Transportation Authority and authorize the Executive Director to use the CAP to seek reimbursement for allocable indirect costs from all applicable grants and revenue sources. – Pg 43
- G. Jepson Parkway Project Contract Amendments with Jones and Stokes, Mark Thomas & Company, and Grandy and Associates** Dan Christians
Recommendation: Authorize the Executive Director to execute contract amendments to complete the Section 4f impact analysis, technical studies, and the Draft and Final EIS/R for the Jepson Parkway Project (pending allocation of federal earmark funds) including: 1) Jones and Stokes for \$355,000; 2) Mark Thomas & Company for \$20,000 and 3) Grandy and Associates for \$30,000. – Pg 51
- H. Solano County Park and Recreation Element** Dan Christians
Recommendation: Authorize the Executive Director to submit a letter of support on the Draft Solano County Park and Recreation Element based on the attached comments. – Pg 55
- I. City of Fairfield's Solano Bikeway Extension Feasibility Study Comments** Robert Guerrero
Recommendation: Authorize the Executive Director to submit a letter to the City of Fairfield with the attached comments on the Solano Bikeway Extension Feasibility Study. – Pg 59
- J. Request for Proposals (RFP) for Rio Vista CalWORKS LIFT Projects** Elizabeth Richards
Recommendation: Authorize the Executive Director to release a RFP, select a vanpool vendor, negotiate and enter into a lease to provide up to two vanpool vehicles and associated services for the Rio Vista CalWORKS LIFT project in an amount not-to-exceed \$25,000 the first year with an option to renew for two additional years for the total cost not to exceed \$78,812 over three years. – Pg 71

- K. FY 2003-04 TDA/STAF Claim** Nancy Whelan
Recommendation: Adopt the attached resolution authorizing the filing of a claim with the Metropolitan Transportation Commission for allocation of Transportation Development Act (TDA)/State Transit Assistance Funds (STAF) for FY 2003-04.
a. Pg 75
- L. 2002 STIP Amendment for FY 2003-04 Jepson Parkway** Mike Duncan
Recommendation: Authorize the Executive Director to reprogram \$250,000 in 2002 STIP funds for PS&E for the Jepson Parkway from FY 2003-04 to FY 2004-05.
– Pg 79
- M. Collision Engineering Contract Amendment #1 for STIP-TAP Project Monitoring Services** Mike Duncan
Recommendation: Authorize the Executive Director to amend the consultant contract with Collison Engineering for Project Monitoring Services for STIP projects to add an amount not to exceed \$50,000 and extend the contract to December 31, 2004.
– Pg 81

VII. ACTION ITEMS - FINANCIAL

- A. Jepson Parkway Funding Update** Mike Duncan
Recommendation: Authorize funding for the Walters Road Widening project and the I-80/Leisure Town Road Interchange project as specified in Attachment A.
(6:45-6:50 p.m.) – Pg 83

VIII. ACTION ITEMS – NON FINANCIAL

- A. Expenditure Plan for Proposed \$3 Bridge Toll Legislation – (SB 916)** Daryl Halls
Recommendation: Approve the following:
1. SB 916 (Perata) – Support and 2. Request amendment seeking language be added to SB 916 providing the STA with representation on the proposed Steering Committee for the Bay Area Regional Rail Plan.
(6:50-6:55 p.m.) – Pg 87
- B. Legislative Update** Dan Christians
Recommendation: Approve the following:
1) AB 427 (Longville) – Support.
– Pg 93

(6:55-7:00 p.m.)

C. Co-sponsor of RTP Outreach Dan Christians

Recommendation: Approve the following:

1. STA's sponsorship of 2005 RTP Transportation Summit and 2. Designate two STA Board members to participate in the 2005 RTP Transportation Summit to be held on June 14, 2003 in San Francisco. – Pg 99

(7:00-7:05 p.m.)

D. Formation of Local Funding Subcommittee Daryl Halls

Recommendation: Approve the following recommendations:

1) Authorize the STA Chair to reform and appoint the members of the Local Funding Subcommittee;
2) Direct the Local Funding Subcommittee to coordinate with the Executive Director and the Project Consultant to assess the Measure E Expenditure Plan, sales tax ordinance, public information, and election results; and

3) Request the Local Funding Subcommittee provide the STA Board, no later than the Board meeting of September 2003, with a recommendation pursuant to whether the STA should pursue placing a half cent sales tax measure for transportation on the ballot for the November 2004 general election. – Pg 113

(7:00-7:05 p.m.)

IX. STA BUDGET WORKSHOP Daryl Halls

X. INFORMATION ITEMS (7:05-7:15 p.m.) – (No Discussion Necessary)

A. MTC/STA Transportation/Land Use Dan Christians

Work Plan for FY 2003/04, FY 2004/05 and FY 2005/06

Informational – Pg 115

B. California Bike To Work Week Update Elizabeth Richards,

(May 12-16) Sorel Klein

Informational – Pg 123

C. Transportation Funding Priorities Mike Duncan

Informational – Pg 125

D. Cordelia Truck Scales Relocation Study-Status Mike Duncan

Report

Informational – Pg 127

XI. BOARD MEMBERS COMMENTS

XII. ADJOURNMENT

(Next meeting: June 11, 2003, Suisun City Hall)



MEMORANDUM

DATE: May 7, 2003
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 2003

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

STA Board Advocates for Federal Funding

This week, I traveled to Washington D.C. with Board Members Jim Spering (Suisun City), John Silva (Solano County), and Len Augustine (Vacaville), Board Alternate Harry Price (Fairfield), and Vallejo Mayor Tony Intintoli to lobby for TEA 21 Reauthorization earmarks for the STA's four priority projects. Mike Miller, the Ferguson Group, worked closely with John Fisher, Congress Woman Tauscher's office, to successfully schedule meetings with transportation staff for Congress Members George Miller, Ellen Tauscher and Mike Thompson, and California's two Senators, Barbara Boxer and Dianne Feinstein. In addition, we met with staff from the House Transportation and Infrastructure Committee to discuss the timeframe, funding levels and specifics of TEA 21 reauthorization. Staff and members of the STA Board will provide an update at the meeting.

Allocation of STIP/SHOPP Funds for I-680/80 Auxiliary Lane Project Set for May*

Thanks to some hard work by staff from Caltrans District IV (Andy Fremier, Yader Bermudez, and Katie Yim, and the STA's Mike Duncan), the allocation of STIP and SHOPP funds for the I-80/680 Auxiliary Lane project is now scheduled for its allocation vote at the May 22nd meeting of the California Transportation Commission (CTC). This \$22 million in STIP (\$14 million) and SHOPP (\$8 million) funds will enable the project to go to construction this summer with a scheduled project completion of 2005. Staff wants to highlight the support of Congress Woman Ellen Tauscher for taking the time to personally contact Caltrans' Director, Jeff Morales, to stress the importance of the project for Solano County and the region. The STA also received valuable assistance and cooperation from Jim Nicholas, Caltrans Headquarters, and Joan Borucki, David Brewer and Robert Chung, CTC staff.

MTC's 2005 RTP / Board Workshop*

At the request of Solano County's MTC Commissioner Jim Spering, Dan Christians and I will provide information on the Regional Transportation Plan (RTP). This multi-billion dollar

planning effort provides the basis for the allocation of future federal, state and regional transportation funds. Succinctly stated, it is critical that Solano County's priority projects are reflected as priorities for the region in the RTP. MTC, as the Metropolitan Planning Organization (MPO) for the nine Bay Area counties, has the critical, and often difficult, responsibility for developing an RTP that is fiscally constrained, demonstrates air quality conformity, adheres to the federal transportation planning guidelines developed by the Intermodal Surface Transportation Efficiency Act (ISTEA) and further refined by the Transportation Equity Act for the 21st Century (TEA 21), and reflects the priorities of nine counties and over 20 transit operators. A better understanding of the RTP and its planning process will help shed some light on how the STA can best participate and influence this process to ensure Solano's priorities are the region's priorities. Related to this item, MTC has requested that each of the nine Bay Area Congestion Management Agencies (CMAs) co-sponsor and send several STA Board Members to a RTP kickoff event scheduled for Saturday, June 14th at the Palace Hotel in San Francisco.

Budget Workshop for FY 03/04 *

At the Board meeting, staff will provide a short workshop on the STA's FY 2003/04 budget. This presentation is designed as an informational item and is a follow up to the funding workshop that outlined the over 20 funding sources managed by the STA. The focus of this workshop will be on the specifics of the STA's operating budget and the funds needed to cover STA's day-to-day operations (staff and services and supplies) in the near and long-term. In addition, the STA will highlight the funding available to fund the STA's priority projects in FY 2003/04 and beyond. This presentation will provide an opportunity for Board Members to better understand, ask questions, and provide input to staff about how the STA is planning to fund both its operations and the Board's priority projects, programs and plans. I plan to agendize approval of the updated FY 2003/04 budget at the Board meeting of June 11th.

Bike to Work Week*

The STA's SNCI program staff is coordinating the regional "Bike to Work Week" campaign for Solano and Napa Counties. This year's event is scheduled for the week of May 12 -16, 2003. Sorel Klein, SNCI Commute Consultant, will provide a brief update at the meeting.

STA Staff Update

Johanna Masielat will be joining the STA on May 20th, filling the vacant Administrative Assistant position. She will be reporting to Kim Cassidy, Clerk of the Board/Administrative Services Director, and will be providing primary administrative support to Elizabeth Richards, SNCI program staff, and the Transit Consortium. This month, we will be initiating a recruitment for the vacant SNCI Program Manager/Analyst position.

Attachments:

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

STA MEETING SCHEDULE (For The Calendar Year 2003)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
May 16	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/ Conference Rm.	X
May 28	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
May 28	1:30 p.m.	STA Board Meeting	STA Conference Room	X
June 5	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 14	TBD	MTC's RTP Kickoff Event	Palace Hotel, San Francisco	X
June 16	12:30 p.m.	Paratransit Coordinating Council	Fairfield Community Center	X
June 25	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
June 25	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
July 18	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
August 7	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Sept. 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Sept. 19	12:00 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
Sept. 24	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Sept. 24	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
Oct. 2	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Oct. 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Oct. 29	10:00 a.m.	Solano Links Intercity Transit Consortium	STA Conference Room	X
Oct. 29.	1:30 p.m.	Technical Advisory Committee	STA Conference Room	X
Nov. 12	5:00 p.m.	STA Board Meeting	Suisun City Hall	X
Nov. 12	6:00 p.m.	STA 6 th Annual Awards	Suisun City Community Center	X
Nov. 21	12:30 p.m.	Paratransit Coordinating Council	FF Committee Center/Conference Rm.	X
Dec. 4	6:00 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Dec. 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec.	TBD	Solano Links Intercity Transit Consortium	STA Conference Room	X
Dec.	TBD	Technical Advisory Committee	STA Conference Room	X

Solano Transportation Authority
Acronyms List
Updated 5/07/03

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

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



SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

May 14, 2003

To: Board Members, Solano Transportation Authority (STA)
Daryl Halls, Executive Director

Fm: Shaw / Yoder, Inc.

RE: STATUS REPORT

General Outlook

The State has finally begun to earnestly deal with the enormous fiscal deficit confronting California. On Tuesday, April 29, the Assembly Republicans unveiled their proposal to balance the deficit. Many of the recommendations made in the document will not be accepted by the Democrats, but it provides a starting point for substantive negotiations to occur between the caucuses. On May 1, the Legislature passed to the Governor a \$3.7 billion tax cut and loan package to address a portion of the deficit. Transportation was not a component of this package. Below we discuss the competing viewpoints within the Legislature to address specific transportation revenue. Much of the intense negotiations regarding the budget will be handled after the release of the May Revise, scheduled for May 14.

SB 916 (Perata)

On Tuesday, April 29, the Senate Transportation Committee passed this bill by a vote of 9-4, with all the Republican members of the committee voting "no". As you know, this bill now contains a comprehensive project list for the nine-county Bay Area region, based upon the imposition of an additional \$1 bridge toll. Working in coordination with STA's delegation, we were successful to include Solano's funding priorities. Senator Perata is committed to keeping the project list intact. We have learned that the South Bay Area is attempting to receive more funding than is currently slated in the proposal. If successful, this could cause a ripple effect in the amount of revenue currently allocated to other projects in the bill. We are already working with your delegation to ensure the integrity of STA's projects.

We have also transmitted your letter regarding a seat on the proposed steering committee for the development of a Bay Area Regional Plan, as proposed in the legislation, to your delegation and Senator Perata. Conversations on this matter with Senator Perata's staff are positive at this time.

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Sacramento, CA 95814

ABAG / MTC Merger

Based on conversations with Senator Torlakson, the chief proponent of this concept, and others interested in legislation merging these two entities, we believe this matter will not be pushed legislatively this year.

TCRP

The Traffic Congestion Relief Program continues to be an area of major discussion within the Legislature. Since the Governor proposed eliminating all general fund revenue for the continuation of the 141 projects listed in the TCRP, the transportation community and key legislators have engaged to protect the program.

The most recent discussions on this item within the Legislature have taken two distinct tracks. Both the Senate and the Assembly have competing views on this matter. These are:

- **Assembly** – The Assembly is seeking to fund \$459 million of TCRP projects for the budget year. This figure is estimated by the California Transportation Commission to be the amount necessary to keep projects on schedule. The Assembly would also find a smaller amount of revenue, approximately \$100 million at this time, to split 40% for the State Transportation Improvement Program, 40% to local streets and roads and 20% to the Public Transportation Account.
- **Senate** – The Senate has a more modest directive which is to find \$207 million in budget year funding for TCRP projects. This amount is estimated by the CTC as the minimum amount of funding necessary to keep already allocated projects on schedule. The Senate is not expected to seek any additional transportation funding beyond this amount, at this time.

With the Senate and the Assembly proposing drastically different alternatives to TCRP funding, this will likely be a key item of negotiation during the Joint Budget Conference Committee.

Lowering the Voting Threshold

Many policymakers have introduced proposals to augment transportation funding by lowering the voting threshold for passing local transportation sales taxes. The most significant legislative items on this matter follow:

- **ACA 7 (Dutra)** – This proposal would lower the voting threshold for passing transportation sales tax measures from the current 2/3 voting requirement to 55 percent. This bill passed the Assembly Transportation Committee on April 21 by a strict party-line vote. At this time, Assemblymember Dutra is considering amending the legislation to have the proposal go before the voters statewide in either November 2004 or 2006. He believes the voters are not "ready" to vote on

a proposal to increase the ability of local governments to impose sales taxes during a time of state and local fiscal uncertainty.

- **SCA 2 (Torlakson)** – This measure is similar to ACA 7 in that it would lower the voting threshold for passing transportation sales tax measures. However, this proposal would only require a simple majority vote. This measure has already passed the Senate Transportation Committee.

In addition to these key legislative proposals, the Silicon Valley Manufacturer's Group has indicated it will seek its own statewide initiative to lower the voting threshold. To date, SVMG has not collected signatures, but they are prepared to do so and have already retained firms to obtain the necessary signatures to place the measure before the voters.



DATE: May 6, 2003
TO: STA Board
FROM: Kim Cassidy, Clerk of the Board
RE: CONSENT CALENDAR (Any consent calendar item may be pulled for discussion)

Recommendation:

The STA Board approve the following attached consent items:

- A. Approve STA Board Minutes of April 9, 2003.
- B. Approve Draft TAC Minutes of April 30, 2003.
- C. Landpeople Contract Amendment -
Phase 3b of the Countywide Pedestrian/Trails Plan
- D. FY 2003-04 TFCA 40% Program Manager Funds
- E. SEDCORP Annual Membership
- F. Cost Allocation Plan for
- G. Jepson Parkway Project Contract Amendments with
Jones and Stokes, Mark Thomas & Company and
Grandy and Associates
- H. Solano County Park and Recreation Element
- I. City of Fairfield's Solano Bikeway Extension
Feasibility Study Comments
- J. Request for Proposals (RFP) for Rio Vista CalWORKS LIFT Projects
- K. FY 2003-04 TDA/STAF Claim

- L. 2002 STIP Amendment for FY 2003-04 Jepson Parkway

- M. Collison Engineering Contract Amendment #1 for STIP-TAP
Project Monitoring Services



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
April 9, 2003

I. CALL TO ORDER - CONFIRM QUORUM

Chair Sperring called the regular meeting to order at 6:02 p.m. A quorum was confirmed.

**MEMBERS
PRESENT:**

Jim Sperring (Chair)	City of Suisun City
Karin MacMillan (Vice Chair)	City of Fairfield
Dan Smith (Member Alternate)	City of Benicia
Mary Ann Courville	City of Dixon
Marci Coglianesse	City of Rio Vista
Len Augustine	City of Vacaville
Dan Donahue	City of Vallejo
John Silva	County of Solano

**MEMBERS
ABSENT:**

Pierre Bidou	City of Benicia
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**STAFF
PRESENT:**

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

**ALSO
PRESENT:**

Morrie Barr	City of Fairfield
Gary Cullen	City of Suisun City
Gian Aggarwal	City of Vacaville
John Vasquez	County of Solano (Member Alternate)

Bernice Kaylin
Yader Bermudez
Jason Massad
Ron Richardson
James Williams

League of Women Voters-Solano County
Caltrans
The Reporter
Vallejo Citizen
Vacaville Citizen

II. APPROVAL OF AGENDA

On a motion by Member Silva, and a second by Vice Chair MacMillan, the STA Board unanimously approved the agenda with the addition of Agenda Item VI.I and VIII.E (formerly IX.A) which was moved to an Action Item – Non Financial.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- CTC Allocation of STIP Funds for I-680/80 Auxiliary Lane Project in Jeopardy
- Time to Assess Measure E Expenditure Plan and Prepare for the Future
- Expanded MTC/STA Work Plan – Transportation/Land Use on the Road
- Planning for the Future/the Next RTP/Planning Master Calendar
- “Partners in Planning” Conference Around the Corner
- Highway Update/SR 12 East – SHOPP Projects/North Connector Comments
- Budget Amendments for FY 2002/03 and FY 2003/04 Accounting Consultant
- STA to initiate Demo CBO Transit Study and Senior and Disabled Transit Study
- STA to initiate Senior and Disabled Transit Study

V. COMMENTS/UPDATE FROM STAFF, CALTRANS, AND MTC

A. MTC Report

None presented.

B. Caltrans Report

Yader Bermudez provided an update on the following project: Solano Highway 37 Widening Project, STIP/SHOPP Funding and the Jameson Canyon Project.

C. Discussion of Assessment of Measure E Expenditure Plan

DJ Smith (Smith and Watts) reviewed a proposed analysis of the expenditure plan and ordinance critical to a 2/3 vote. Issues facing the voters include: viewing transportation issues as shared, providing a good product with a balance of elements and credibility of local elected officials and staff. He provided an update on the elements of the work plan: community outreach, precinct analysis, measure vote analysis, local projects, local community planning areas, title, summary, priorities and fiscal issues. Based on the analysis, recommendations will be submitted in June.

VI. CONSENT CALENDAR

On a motion by Member Donahue, and a second by Member Silva, the following consent items were approved in one motion. Vice Chair MacMillan and Member Alternate Smith abstained from the vote on Agenda Item VI.A (Approve STA Board Minutes of March 12, 2003).

- A. **Approve STA Board Minutes of March 12, 2003**
Recommendation: Approve STA Board Minutes of March 12, 2003.
- B. **Approve Draft TAC Minutes of March 26, 2003**
Recommendation: Receive and file draft TAC minutes of March 26, 2003.
- C. **Community Based Organization (CBO)
Transit Planning Grant**
Recommendation: Authorize the Executive Director to enter into a funding agreement with MTC to accept a Community Based Transportation Planning (CBTP) grant in the amount of \$80,000.
- D. **Acquisition of Solano Paratransit Vehicles
Under Federal Transit Administration Section 5310
Grant Application**
Recommendation: Approve the attached Resolution for Acquisition of Solano Paratransit Vehicles Under the Federal Transit Administration Section 5310 Grant Application Program.
- E. **Consolidated Claim for FY 2003-04 TDA Article 3 Funds for Solano County**
Recommendation: Approve the attached Resolution and authorize the Executive Director to submit the FY 2003-04 Solano TDA Article 3 Coordinated Claim to MTC.
- F. **Final Transportation/Land Use "Toolkit" for Distribution at the April 11, 2003
"Partners in Planning" Conference**
Recommendation: Approve the final Transportation/Land Use "Toolkit" for release at the "Partners in Planning" Transportation/Land Use Air Quality Conference.
- G. **Contract Amendment #2 to the Ferguson Group Federal Legislative Advocacy**
Recommendation: Authorize the Executive Director to extend the contract with the Ferguson Group, LLC, (Amendment #2) for legislative advocacy services through March 31, 2004 at a cost not to exceed \$72,000.
- H. **Accounting Consultant Assistance**
Recommendation: Authorize the Executive Director to retain a consultant to provide accounting services for an amount not to exceed \$10,000.
- I. **Rio Vista BAC Appointment**
Recommendation: Appoint Mr. Larry Mork as the City of Rio Vista's BAC representative for a three-year term through December 31, 2006.

VII. ACTION ITEMS: FINANCIAL

- A. **Amendment to FY 2002/03 Budget**

Daryl Halls reviewed budget amendments to FY 2002/03.

Recommendation: Approve the amendments to the FY 2002/03 budget as specified in the attachments.

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

B. MTC/CMA Partnership – Transportation/Land Use Work Plan

Daryl Halls discussed the tools and resources necessary to assist Solano County and the seven cities in transportation and land use initiatives. He provided an update on the MTC/CMA Work Plan, policy development and program implementation.

Dan Christians summarized the draft plan being prepared for Solano County.

James Williams (Vacaville citizen) expressed concern regarding the region's program and that the program will direct how state monies will be spent.

Chair Sperring provided clarification that the federal TLC money was already expended and unavailable for this project.

Member Augustine expressed concern about regional agencies determining local land use in 2003/04 and that land use is in local government.

Member Coglianesi commented about the importance of recognizing this is federal money for local communities and the policy will be determined locally. The goal is to allow smaller rural communities to compete for more federal transportation dollars.

Recommendation: Approve the following recommendations:

1. Authorize the Executive Director to enter into an agreement with MTC for an integrated transportation and land use work plan for an annual amount of \$150,000 in regional transportation planning funds and
2. Direct staff to finalize the draft MTC/STA Transportation/Land Use Work Plan for FY's 2003/04, 2004/05 and 2005/06 in conjunction with the Solano City and County Planner's Group and Alternative Modes Subcommittee, for consideration and approval by the STA Board.

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

VIII. ACTION ITEMS: NON-FINANCIAL

A. Request for Proposals for Senior and Disabled Transit Study

Robert Guerrero reviewed the consultant's Scope of Work for the Senior and Disabled Transit Study and the emphasis on public outreach and data collection.

Member Coglianesse requested active coordination between this study and the local transit study in Rio Vista.

Member Courville expressed concern over public input and the link to the Unmet Transit Needs process.

Vice Chair MacMillan supported the timing of the study.

Daryl Halls provided an update on the purpose of the outreach and focus of the study.

Recommendation: Authorize the Executive Director to issue a Request for Proposals for the Senior and Disabled Transit Study

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

B. MTC Unmet Transit Needs Process Response for Solano County

Elizabeth Richards summarized responses to the preliminary issues identified from the public participation process for the Unmet Transit Needs process.

Recommendation: Authorize the Executive Director to submit the attached summary response to the MTC FY 2003-04 Unmet Transit Needs preliminary issues and authorize submittal to MTC

On a motion by Member Silva, and a second by Member Alternate Smith, the Board unanimously approved this recommendation.

C. STA Input into 2004 RTP- Strategic Planning Master Calendar

Dan Christians highlighted the schedule for input into the update to the Comprehensive Transportation Plan (CTP) and the process for input into the regional transportation plan.

Recommendation: Approve the following:

1. Reconvene the Arterials, Highways and Freeways Subcommittee to review and update the Arterials, Highways and Freeways Element of the CTP, and monitor the development of the I-80/680/780 Corridor Study, the Solano County Traffic Model, Traffic Safety Plan Update and 2003 Congestion Management Plan;
2. Reconvene the Transit Subcommittee to review and update the Transit Element of the CTP, and monitor the development of the I-80/680/780 Transit Corridor Study, Senior and Disabled Transit Study, three Rail Studies (Napa/Solano, Dixon/Auburn, and Contra Costa/Solano), Community Based Organization (Transit) Study, and three STAF funded local transit studies (Fairfield, Rio Vista and Vallejo);
3. Reconvene the Alternative Modes Subcommittee to review and update the Alternative Modes Element of the CTP, and monitor the development of the Solano County TLC Program and the updates of the Countywide Bicycle Plan and Pedestrian/Trails Plan;
4. Appoint Board Member Len Augustine to serve on the

Arterials, Highways and Freeways Subcommittee; and 5. Direct staff to contact subcommittee members to confirm participation

On a motion by Member Donahue, and a second by Member Alternate Smith, the Board unanimously approved this recommendation.

D. Legislative Report

Janice Sells reviewed new legislative activity being monitored.

Recommendation: Approve the following:

1. AB 1409 (Wolk) – Support

On a motion by Member Silva, and a second by Member Courville, the Board unanimously approved this recommendation.

2. ACA 9 (Levine) – Watch

On a motion by Member Augustine, and a second by Member Coglianese, the Board approve a “watch” position on this bill, instead of a “support” position.

3. SB 91 (Florez) – Watch

On a motion by Member Courville, and a second by Member Donahue, the Board unanimously approved this recommendation.

4. SB 367 (Sher) – Support

On a motion by Member Silva, and a second by Member Courville, the Board unanimously approved this recommendation.

5. SB 541 (Torlakson) – Watch

On a motion by Member Alternate Smith, and a second by Member Coglianese, the Board unanimously approved this recommendation.

**E. Supplemental Agenda Item VIII.E (formerly IX.A)
Transportation Funding Priorities**

Mike Duncan reviewed the positive benefits regionally and the potential negative impacts for FY 2003-04 in the CTC decision to move projects forward. He also discussed CTC’s commitment to allocations for mitigation and for projects with other funds to be lost.

Recommendation: 1) Authorize the Executive Director to request letters of support from Solano County mayors, State elected officials and Federal elected officials for the I-80 Auxiliary Lanes project to advocate for the FY 2002-03 allocation by the CTC of STIP funds for this project; and 2) Authorize the Executive Director to send a letter to Caltrans, on behalf of the STA Board, requesting immediate continuation of the Jameson Canyon environmental studies and, if necessary, a proposal to transfer the project management of this project from Caltrans to STA through a Cooperative Agreement between Caltrans and STA.

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

IX. INFORMATION ITEMS:

- A. Transportation Funding Priorities**
moved to Agenda Item VIII.E, Action-Non Financial
- B. Highway 12 SHOPP Program Update**
- C. North Connector Scoping Meeting**
Draft Report
- D. Caltrans Park and Ride Joint Use Agreements**
- E. Route 30 Update**
- F. Funding Opportunities Summary**

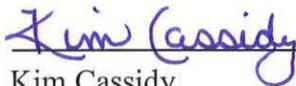
X. BOARD MEMBER COMMENTS

Chair Sperring requested staff provide the Board with a workshop presentation on MTC's 2005 RTP at the May 14th Board meeting.

XI. ADJOURNMENT

The STA Board meeting was adjourned at 8:08 p.m. The next regular meeting is May 14, 2003 at 6:00 p.m. at Suisun City Hall.

Respectfully submitted,



Kim Cassidy
Clerk of the Board

5-9-03

Date:



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
April 30, 2003

1. CALL TO ORDER

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

Present:

TAC Members Present:

Michael Throne	City of Benicia
Charlie Beck	City of Fairfield
Dave Melilli	City of Rio Vista
Gary Cullen	City of Suisun City
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Charlie Jones Jr.	County of Solano

Others Present:

Kevin Daughton	City of Fairfield
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Harry Englebright	County of Solano
Paul Wiese	County of Solano
Daryl Halls	STA
Dan Christians	STA
Mike Duncan	STA
Elizabeth Richards	STA/SNCI
Kim Cassidy	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Cameron Oakes	Caltrans
Craig Goldblatt	MTC

II. OPPORTUNITY FOR PUBLIC COMMENT

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans – None presented.

MTC - Craig Goldblatt reviewed MTC's schedule and process for development of the 2005 Regional Transportation Plan.

STA – Elizabeth Richards provided an update regarding the California Bike to Work week.

On a motion by Dave Melilli, and a second by Charlie Beck, the agenda was approved with the addition of Agenda Item V.I – 2002 STIP amendment for Jepson Parkway.

IV. CONSENT CALENDAR

- A. Minutes of Meeting of March 26, 2003
Recommendation: Approve minutes of March 26, 2003.
- B. Funding Opportunities
- D. 2003-04 TFCA 40% Program Manager Funds
Recommendation: Forward a recommendation to the STA Board to adopt the STA's FY 2003-04 TFCA 40% Program Manager Funds Resolution (Attachment B) approving the TFCA projects specified in Attachment A.
- E. Updated STA Meeting Schedule for 2003

On a motion by Michael Throne, and a second by Mark Akaba, the consent items were approved in one motion with the exception of Agenda Item IV.C, which was pulled for discussion.

- C. Landpeople Contract Amendment -
Phase 3b of the Countywide Pedestrian/Trails Plan
Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to approve a contract amendment for Randy Anderson of Landpeople to conduct work on the Solano Countywide Pedestrian/Trails Plan – Phase 3b for an amount not to exceed \$8,000.

On a motion by Mark Akaba, and a second by Dave Melilli, the STA TAC unanimously approved Item IV.C.

V. ACTION ITEMS

A. Expenditure Plan for Proposed \$3 Bridge Toll Legislation – (SB 916)

Daryl Halls discussed the expenditure plan for SB 916 released on April 17, 2003 which provides funding for six transportation projects benefiting Solano County. He reviewed provisions contained in SB 916 and the staff request for an amendment to add language to SB 916 providing the STA with representation on a proposed Steering Committee for the Bay Area Regional Rail Plan.

Recommendation: Forward the following recommendations to the STA Board: 1. SB 916 (Perata) – Support, with amendment; and 2. Request amendment seeking language be added to SB 916 providing the STA with representation on the proposed Steering Committee for the Bay Area Regional Rail Plan.

On a motion by Dave Melilli, and a second by Charlie Beck, the STA TAC approved the recommendation.

B. Legislative Update

Dan Christians provided an updated Legislative Matrix and summary of new legislative activity.

Recommendation: Approve the following: 1. AB 427 (Longville) – Support.

On a motion by Dave Melilli, and a second by Charlie Beck, the STA TAC approved the recommendation.

**C. Solano Comprehensive Transportation Plan
Technical Update – RFP and Scope of Work**

Dale Pfeiffer expressed his concern about the proposed cost of the CTP update and the difficult financial situation of member agencies. Several TAC members indicated their support for the CTP update. After more discussion staff proposed tabling the item, scaling back the scope of the plan and bringing back to the TAC in May.

D. Solano County Park and Recreation Element

Dan Christians reviewed the comments and implications on existing roadways with regional bicycle and pedestrian routes planned for Solano County. Harry Englebright (Solano County Environmental Management Agency) reviewed the Draft Element.

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to submit a letter of support on the Solano County Park and Recreation Element based on the attached comments.

On a motion by Dale Pfeiffer, and a second by Dave Melilli, the STA TAC approved the recommendation.

**E. City of Fairfield's Solano Bikeway Extension Feasibility
Study Comments**

Robert Guerrero summarized the comments compiled by STA staff and the Bicycle Advisory Committee (BAC) members on the Solano Bikeway Extension Feasibility completed in January 2003.

Recommendation: Forward a recommendation to the STA Board to submit summarized comments, as specified in Attachment B, on the City of Fairfield's Solano Bikeway Extension Feasibility Study.

On a motion by Dave Melilli, and a second by Michael Throne, the STA TAC approved the recommendation.

F. Jepson Parkway Funding Update

Mike Duncan provided an update on major the impacts occurring as a result of the reduction of STIP funds and obligation/authorization authority. He reviewed the shortfalls on federal and state funding impacts and the need to move projects to construction. He noted staff 's proposal to modify funding to allow some segments to go to construction this summer (Walters Road Widening) and one next year (Leisure Town Interchange).

Recommendation: Recommend to the STA Board to authorize funding for the Walters Road Widening project and the I-80/Leisure Town Road Interchange project as specified in Attachment A.

On a motion by Dale Pfeiffer, and a second by Michael Throne, the STA TAC approved the recommendation.

G. Jepson Parkway Project Contract Amendments with Jones and Stokes, Mark Thomas & Company and Grandy and Associates

Dan Christians reviewed the Jepson Parkway Draft EIS/R to be released in March 2004, with certification of the Final EIS/R in January 2005. He noted additional environmental studies and alternatives will be studied.

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to execute contract amendments including: 1) Jones and Stokes for \$355,000; 2) Mark Thomas & Company for \$20,000; and 3) Grandy and Associates for \$30,000 to substantially complete the Section 4f impact analysis, technical studies, and the Draft and Final EIS/R for the Jepson Parkway Project pending allocation of 2002 RTIP and federal earmark funds.

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

Dale Pfeiffer left at 3:15 p.m. Gian Aggarwal replaced him as Vacaville representative.

H. FY 2003-04 TDA Distribution for Solano County

Mike Duncan reviewed the FY 2003-04 TDA revenue estimate for each Solano County agency, jointly funded transit services, the total funds available for allocation, and data provided by the member agencies and STA. He noted that all required data had not been provided by member agencies and staff would like to table this item until next month.

On a motion by Dave Melilli, and a second by Michael Throne tabled this item.

I. 2002 STIP Amendment for FY 2003-04 Jepson Parkway

Mike Duncan summarized the need to move \$250,000 in 2002 STIP funds for PS&E from FY 2003-04 to FY 2004-05 due to alternatives and requirements imposed by resource agencies that make it difficult to receive a PS&E allocation in FY 2003-04.

Recommendation: Recommend to the STA Board to authorize the Executive Director to reprogram \$250,000 in 2002 STIP funds for PS&E for the Jepson Parkway from FY 2003-04 to FY 2004-05

On a motion by Charlie Beck, and a second by Michael Throne, the STA TAC approved the recommendation.

VI. INFORMATION ITEMS

A. 2003 Solano Congestion Management Program (CMP)

Robert Guerrero summarized the update process and highlighted sections 1 and 2 of the draft 2003 Congestion Management Program (CMP).

B. MTC/STA Transportation/Land Use Work Plan

Dan Christians reviewed the draft MTC/STA Transportation/Land Use Work Plan for FY 2003 through 2006.

C. Transportation Funding Priorities

Mike Duncan discussed the current funding status for transportation project.

D. Cordelia Truck Scales Relocation Study – Status Report

Mike Duncan reviewed aspects of the Cordelia Truck Scales Relocation Study being prepared for the Environmental Documents and Project Report for the I-80/I-680/SR12 Interchange.

E. Highway Project Status Report

Mike Duncan provided an update on transportation projects relative to Solano County.

VII. ADJOURNMENT

The meeting was adjourned at approximately 3:42 p.m. The next meeting is scheduled for Wednesday, May 28, 2003 at 1:30 p.m.



DATE: May 6, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Landpeople Contract Amendment -
Phase 3b of the Countywide Pedestrian/Trails Plan

Background:

Since the fall of 2001, the STA has worked with Randy Anderson from Landpeople to develop the Countywide Pedestrian/Trails Plan for Solano County. The Countywide Pedestrian/Trails Plan is funded by clean air funds from the Yolo Solano Air Quality Management District (YSAQMD), the San Francisco Bay Trail Project, State Transportation Enhancements Activities (TEA) funds and Transportation Development Act (TDA) Article 3 funds. For funding purposes, STA staff developed the Countywide Pedestrian/Trails Plan in three separate phases:

Phase 1 - Solano Countywide Pedestrian/Trails Plan - Phase 1 (\$40,000 Bay Trail, \$5,000 YSAQMD Clean Air funds) - Phase 1 consisted of an inventory and current conditions of existing regional pedestrian trail networks in Solano County.

In May 2002, the STA Board adopted the Solano Countywide Pedestrian/Trails Plan (Phase 1). The STA and Solano County's Environmental Management Agency developed Countywide Pedestrian/Trails Plan (Phase 1) with assistance from the STA's Trails Advisory Committee (TRAC), consisting of trail enthusiasts, landowners, and staff from the STA member agencies. The STA's Alternative Modes Subcommittee also reviewed and provided input on the pedestrian/trails plan.

Phase 2 - Vallejo Bay Trail/ Ridge Trail Connection Feasibility Study (\$100,000 State TEA funds) - Phase 2 consists of preliminary engineering and environmental analysis for constructing a segment of the Vallejo Bay Trail/ Ridge Trail between an existing trail along the Vallejo bluffs on the north side of the Carquinez Strait connecting to the multi-use trail under construction for the new Carquinez Bridge span. Various alternative alignments have been studied.

STA staff is continuing to work with Landpeople and staff from Vallejo Public Works Department, the Greater Vallejo Recreational District, Ridge Trail and Bay Trail Program , and Caltrans to identify a preferred alignment and to complete the study.

Phase 3 - Transportation and Land Use Toolkit and Solano Countywide Pedestrian/Trails Plan summary (\$20,000 TDA Article 3 funds and \$20,000 YSAQMD clean air funds)- Phase 3 consists of a detailed analysis of pedestrian friendly, TLC type projects in Solano County, and an analysis of gaps and barriers to the Bay Trail network identified in Phase 1 with

recommendations for trail development.

The primary scope of work for Phase 3a of the Countywide Pedestrian/Trails Plan has been substantially completed with the development of the Transportation Land Use Toolkit in April, 2003. However, the Bay Trail Program has retained a small portion of the original \$40,000 grant until the STA completes some remaining work initially required by the Bay Trail Phase 1 grant agreement to "analyze key gaps in the planned Bay Trail system and phasing recommendations for gap closures along the alignment." The Phase 3 contract and scope of work was intended to complete all of the Bay Trail work tasks although those tasks proved to be more involved than originally expected.

Recently, the Bay Trail staff has agreed to augment the original \$40,000 by 15% for a total of \$6,000 in additional funds to assist in the completion of Phase 3b (See attachment A). Landpeople's current contract will expire on June 30, 2003 and will need to be extended.

Discussion:

STA staff proposes to amend Landpeople's contract to complete Phase 3 with the remaining funds budgeted for Phase 3b (\$8,000) and the additional funds from the Bay Trail Program (\$6,000), for a total amount not to exceed \$14,000. Landpeople's previous scope of work will be amended to focus on key segments of the Bay Trail in Benicia, Vallejo, and small sections of Solano County in the Tri City County Planning Area. Specific tasks include developing alternative Bay Trail alignment recommendations, identifying short-term and long-term safety solutions, and creating detailed maps of the recommended Bay Trail alignments. A detailed scope of work is attached (See Attachment B). STA staff also proposes to extend Landpeople's contract until August 31, 2003.

Fiscal Impact:

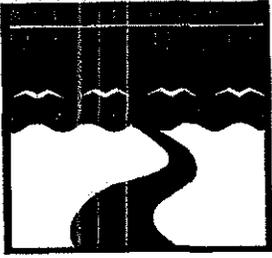
None to the STA General Operations fund. All remaining Phase 3b work will be funded with \$8,000 of TDA Art 3 funds available in the 2002/03 STA budget and an additional \$6,000 of Bay Trail augmentation funds.

Recommendation:

Approve the following:

- 1) Acceptance of the Bay Trail's \$6,000 Grant Augmentation for the Solano Countywide Trails Plan;
- 2) Authorize a contract amendment and scope of work as specified in Attachment B for Landpeople to complete the Solano Countywide Pedestrian Trail Plan - Phase 3b for an amount not to exceed \$14,000; and
- 3) Extend Landpeople's contract to August 31, 2003.

Attachments: A. Bay Trail Grant Augmentation Approval Letter
B. Solano Countywide Pedestrian Trail Plan-Phase 3b Revised Scope of Work



April 29, 2003

Dan Christians
Assistant Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Subject: Grant Augmentation for the Solano Countywide Trails Plan

Dear Mr. Christians:

This letter serves as an amendment to the planning grant agreement signed by the Association of Bay Area Governments and the Solano Transportation Authority on December 3, 2001. The original contract amount for the Solano Countywide Trails Plan grant was \$40,000.

On April 29, 2003, the Coastal Conservancy approved a contract augmentation of 15 percent for additional costs associated with the analysis of key gaps in the planned Bay Trail system and phasing recommendations for gap closures along the alignment. A separate scope of work for completion of this task will be developed by the project partners and attached to the currently adopted work program. The approval increases the grant amount by \$6,000, resulting in a total grant contract of \$46,000.

If you concur with the contract increase as described above, please sign both originals. Keep one for your records, and return one signed original to me. If you have any questions or require additional information, please call me at (510) 464-7909.

Laura Thompson
San Francisco Bay Trail Planner

Dan Christians
Assistant Executive Director/
Director of Planning

Tasks	R. Anderson hours at \$100	M. Lamborn hours at \$60	K. Lucca hours at \$40	Expenses	Total Cost	Product(s)	Assumptions
COUNTYWIDE PEDESTRIAN/TRAIL PLAN - BAY TRAIL FOCUS ELEMENT							
1.0 Research, field analysis, coordination	8	16	2	\$50	\$1,890	Finalize research and review of public agency documents, site visits and meetings	acquire remaining missing documents, plans, and background data
2.0 TRAC Meeting - review project scope and objectives, initial studies	4	4	1	\$20	\$700	Meeting agenda and notes, notes	
3.0 Prepare route description; opportunities, constraints, and alternatives						Evaluation and description of trail routes as noted below	
3.1 Overall route evaluation and description	4	8	1	\$20	\$940	segments other than outlined below	
3.2 Focused study: Benicia-Martinez Bridge to Benicia Marina	4	8	1	\$20	\$940	route(s) and configuration through Benicia Arsenal	
3.3 Focused study: Glen Cove Waterfront Park to Elliott Cove	2	4	1	\$20	\$500	shoreline trail and on-street route	
3.4 Focused study: Elliott Cove to Vallejo Bluff Trail	2	6	1	\$20	\$620	improvements for bike and pedestrian access	
3.5 Focused study: Caquinez Park to Vallejo Ferry Terminal (Highway 29)	2	4	1	\$20	\$500	potential roadway improvements, modifications, or retrofit to improve bike access	
3.6 Focused study: Marine World Parkway to American Canyon	2	4	1	\$20	\$500	alternative routes to connect to American Canyon/Napa County	
4.0 Complete detailed route maps	2	16		\$50	\$1,210	More detailed GIS based 11x17 maps focused on the Bay Trail route in Benicia and Vallejo	Formatted in color for presentation, black and white for publication
5.0 Update trail segment tables	2	6	2	\$20	\$660	Excell spreadsheet characterizing and quantifying each trail segment	
6.0 Cost estimates	4	6	2		\$840	Order-of-magnitude costs for technical studies, design, construction	Costs will be expressed in approximate ranges
7.0 STA/Bay Trail staff review meeting, revise and reproduce draft	4	8	1	\$80	\$1,000	10 copies of revised draft	
8.0 Revise draft Plan; prepare Powerpoint presentation	4	8	4	\$80	\$1,120	10 copies of revised draft, and slide presentation	
9.0 TRAC Meeting - review draft plan	4	4	2	\$80	\$800	Meeting agenda and notes, notes for revision of draft	
10.0 Final revisions, printing and assembly	4	8	4	\$200	\$1,240	30 copies final document in B&W w/ color cover and fold-out maps	STA staff will present to BAC, Alt. Modes, and STA Board
11.0 Project management and coordination	4		3	\$20	\$540		
Total hours, dollars	56	110	27	\$720	\$14,000		

28



DATE: May 6, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: FY 2003-04 TFCA 40% Program Manager Funds

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program provides funding for projects that reduce air pollution from motor vehicles such as clean air vehicle infrastructure, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional educational projects. The TFCA program is funded by a \$4 vehicle registration fee collected from counties within the BAAQMD air basin. 60% of the entire TFCA funds collected are programmed regionally through a competitive process of the BAAQMD. The remaining 40% are for TFCA Program Manager projects approved by the Congestion Management Agency (CMA) from each county in the BAAQMD air basin. The STA is designated the Program Manager of the 40% TFCA funding for Solano County and manages approximately \$350,000 in annual TFCA funding.

A typical TFCA Program Manager cycle for the STA Board would be to adopt program guidelines and issue a call for projects to eligible project sponsors in January/February, and approve potential projects with an STA resolution in March/April. STA staff completes a TFCA Program Manager application with preliminary project cost effectiveness calculations and submits it to the BAAQMD. The BAAQMD then reviews and approves the submitted application based on their final cost effectiveness calculations and develops a funding agreement between the STA and the BAAQMD. Subsequently, the STA executes funding agreements between the STA and each of the approved project sponsors. Project sponsors have two years to complete their respective projects and are required to comply with the appropriate project monitoring requirements. Eligible expenses must be located in the Bay Area Air Quality Basin.

Discussion:

STA staff estimates that about \$421,551 in new and carried over TFCA Program Manager funds will be available for programming in FY 2003-04. In February 2003, the STA Board issued a call for Solano 2003-04 TFCA 40% Program Manager projects and received requests for electric vehicle charging station projects from the cities of Benicia, Fairfield, Suisun City, and Vallejo. In addition to the cities' request, the STA is submitting requests for TFCA Program Manager funds for the Route 30 bus service and for the SNCI Ridesharing Program. Attachment B includes the list of project requests, project sponsors, and summarized project descriptions.

Also, as part of this year's Program Manager allocation, the City of Benicia requested an additional \$25,000 to assist in completing their Pedestrian Bus Access Improvement project at Southampton Road. This project was approved for Program Manager Funds in FY2001-02 for \$75,000 (TFCA #01SOL01). Based on a recommendation from the BAAQMD, STA staff is recommending that the City of Benicia's existing TFCA project #01SOL01 agreement be amended by \$25,000 and included as part of this year's STA TFCA 40% Program.

Upon STA Board approval of the proposed Program Manager projects and the required TFCA 40% Program Manager Resolution (Attachment A), STA staff will complete and submit the BAAQMD's TFCA Program Manager application and all required documents (including cost effectiveness calculations) by May 31, 2003.

Fiscal Impact:

None to the STA General Operations Fund. Projects requests will be funded entirely through the BAAQMD TFCA 40% Program Manager Funds.

Recommendation:

Adopt the STA's FY 2003-04 TFCA 40% Program Manager Funds Resolution (Attachment A) approving the TFCA projects specified in Attachment B.

- Attachment: A. STA's FY 2003-04 TFCA 40% Program Manager Funds Resolution
B. Summary of FY 2003-04 TFCA 40% Program Manager Project Requests

RESOLUTION 2003-13

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING: 1) AN APPLICATION FOR TRANSPORTATION FUND FOR
CLEAN AIR (TFCA) TO THE BAY AREA AIR QUALITY MANAGEMENT
DISTRICT (BAAQMD) FOR FY 2003-04 40% PROGRAM MANAGER FUNDS,
AND 2) AN AMENDMENT TO THE CITY OF BENICIA'S FY2001-02 TFCA
PROJECT #01SOL01 PEDESTRIAN BUS STOP ACCESS IMPROVEMENTS**

WHEREAS, the Solano Transportation Authority (STA) is the Congestion Management Agency for Solano County and is the BAAQMD designated administrator for the TFCA 40% Program Manager funds; and

WHEREAS, the estimated TFCA 40% Program Manager Funds allocation for FY 2003-04 is \$421,551; and

WHEREAS, the STA Board of Directors initiated a call for projects for FY 2003-04 TFCA 40% Program Manager funds in February 2003; and

WHEREAS, applications for the FY 2003-04 Solano TFCA 40% Program Manager funds have been submitted by the cities of: Benicia, Fairfield, Suisun City, and Vallejo for installation of electric charging stations; and

WHEREAS, the STA submitted requests for the STA's Route 30 Bus Service and the STA's Solano Napa Commuter Information (SNCI) Ridesharing Projects; and

WHEREAS, the City of Benicia requested an additional \$25,000 in funding for TFCA Project #01SOL01 Pedestrian Bus Stop Access Improvements to complete that project; and

WHEREAS, on April 30, 2003 the STA Technical Advisory Committee and the SolanoLinks Intercity Transit Consortium reviewed and recommended the proposed projects; and

WHEREAS, all TFCA funding is required to reduce air pollution from motor vehicles and the STA Board has determined that all the proposed projects support the BAAQMD's Clean Air Program objectives and policies, and will reduce air emissions; and

NOW, THEREFORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors hereby authorizes the Executive Director to submit an application for FY 2003-04 Solano TFCA 40% Program Manager funds to the BAAQMD for the City of Benicia's Electric Vehicle Charging Station Project (\$4,000), the City of Fairfield's Electric Vehicle Charging Station Project (\$4,000), the City of Suisun City's Electric Vehicle Charging Stations Project (\$40,000), the City of Vallejo's Electric Vehicle

Charging Stations Project (\$12,000), the STA's Route 30 bus service (\$41,551); and the STA's SNCI Ridesharing Project (\$295,000); and

FURTHERMORE, BE IT RESOLVED, the Solano Transportation Authority Board of Directors hereby authorizes the Executive Director to amend the City of Benicia's Pedestrian Bus Stop Access Improvement funding agreement (TFCA project #01SOL01) to include an additional \$25,000 from the unallocated FY 2002-03 Solano TFCA 40% Program Manager funds.

James Spering, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of May, 2003

Daryl K. Halls, Executive Director
Solano Transportation Authority

Attested:

Kim Cassidy, Clerk of the Board

2003/04 BAAQMD TFCA 40% Program Manager Fund Recommendations

Estimated amount available for FY2003/04 is \$421,551

Sponsor	Project	Project Descriptions	Total Project Cost	Matching funds	Source	Request	Recommendation	Contact
City of Benicia	Bus Stop Improvements at Southampton Road	Installation of approximately 300-feet of sidewalk, a disabled access curb ramp, and traffic signal modifications for a new pedestrian route.	\$100,000	\$10,000	Local Match-City Funds	\$25,000	\$25,000	Michael Throne (707) 746-4240
				\$75,000	FY 2001-02 TFCA (#01SCL01)			
City of Benicia	Electric Charging Station- Benicia City Hall	Replace large-paddle inductive public charging station with a small-paddle inductive public charging station at Benicia City Hall.	\$4,000	\$0	-	\$4,000	\$4,000	Michael Throne (707) 746-4240
City of Fairfield	Electric Charging Station- Fairfield City Hall	Replace large-paddle inductive public charging station with a small-paddle inductive public charging station at Fairfield City Hall.	\$4,000	\$0	-	\$4,000	\$4,000	Kevin Daughton (707) 428-7641
City of Suisun	Electric Charging Station- Amtrak Station	Installation of one small-paddle inductive and one conductive electric vehicle public charging station at Suisun City Amtrak Station Park and Ride Facility.	\$27,000	\$7,000	BAAQMD Charge Program	\$20,000	\$20,000	Gary Cullen (707) 421-7346
City of Suisun	Electric Charging Station-Civic Center	Installation of one small-paddle inductive and one conductive electric vehicle public charging station at Suisun City Civic Center.	\$27,000	\$7,000	BAAQMD Charge Program	\$20,000	\$20,000	Gary Cullen (707) 421-7346
City of Suisun	Electric Charging Station- Community Center	Installation of one small-paddle inductive and one conductive electric vehicle public charging station at Suisun City Community Center.	\$27,000	\$7,000	BAAQMD Charge Program	\$20,000	\$0	Gary Cullen (707) 421-7346
City of Vallejo	Electric Charging Stations- Vallejo City Hall (1) & Vallejo Ferry Terminal (2)	Replace large-paddle inductive public charging stations at Vallejo City Hall and at the Vallejo Ferry Terminal.	\$12,000	\$0	-	\$12,000	\$12,000	Pam Lawrence (707) 553-7224
STA	Route 30	The STA's Route 30 commuter service connects the cities of Fairfield, Vacaville, Dixon, Davis and Sacramento along Interstate 80.	\$210,000	\$107,000	TDA Contributions from Dixon, Fairfield, Vacaville, and the County of Solano	\$41,551	\$41,551	Dan Christians (707) 424-6075
				\$20,000	YSACMD Clean Air			
				\$30,000	Fare Box Recovery (est.)			
STA	Ridesharing Projects	Support for vanpool, carpool and SolanoLinks programs and expansion of efforts in Employer Services Enhancements, Tailored Service to Cities, Guaranteed Return Trip Program, BikeLinks Map, Expanded Vanpools, and Web Site information.	\$642,000	\$371,000	MTC Regional Rideshare Program	\$295,000	\$295,000	Elizabeth Richards (707) 427-5109
				\$10,000	YSAQMD Clean Air			
				Total				



DATE: May 7, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Renewal of Membership with SEDCORP

Background:

The Solano Economic Development Corporation (SEDCORP) is a unique public-private partnership focused on improving Solano County's economic vitality and business climate, and attracting and retaining major employers. Many of the county's major employers, the cities and Solano County are members. Recently, SEDCORP has refined its mission to focus on marketing Solano County as a great place to do business and partnering with key partners in support of critical countywide issues, such as Advisory Measure F in 1998 and Measure E in 2002.

Discussion:

The STA has been a member of SEDCORP since 1996 and has actively partnered through a joint Transportation Action Team Committee. The STA has participated at the Member-Investor level (\$2,500), which provide access to all of SEDCORP's resources, but does not provide representation on SEDCORP's Board of Directors. In recognition of the importance of the STA/SEDCORP partnership and the number of transportation projects and plans that will help shape, preserve, and expand the economic vitality of Solano County, staff is recommending the STA renew its SEDCORP membership at the Board Member-Investor level for 2003/04 to provide the STA with representation on SEDCORP's key decision-making body. It is also recommended the Board authorize the Chair to appoint a SEDCORP representative from the STA Board and an alternate, and direct staff to reagendaize for Board consideration the renewal of STA's membership in SEDCORP in one year.

Fiscal Impact:

The fiscal impact would be \$5,000 and can be funded out of the STA's services section of the budget.

Recommendation:

Approve the following:

1. Renewal of STA's membership with the Solano Economic Development Corporation (SEDCORP) at the Board Member-Investor level of \$5,000 per year.
2. Authorize the Chair to appoint a Board Member to serve as STA's representative to SEDCORP and an alternate to serve in his/her absence.

3. Direct staff to agendize for Board consideration STA's membership in SEDCORP prior to the annual renewal.

Attachments:

- A. SEDCORP's 2003 Member-Investment Benefits
- B. List of SEDCORP Members

SEDCORP 2003 MEMBER-INVESTMENT BENEFITS

All new SEDCORP member-investors will receive a membership certificate, the opportunity for a new member orientation, and an introduction to the general membership at general membership programs over the next three months. In addition, the following benefits are associated with each membership level:

Associate Member-Investor - \$500. Annual Investment

Benefits:

- Invitations to SEDCORP general membership events, including membership breakfasts, annual membership meeting, annual golf tournament and the Solano Summit conference.
- One listing, profile and one contact name in *Connections*, SEDCORP's Member-Investor directory, available in hard copy and on-line.
- Subscriptions to SEDCORP's quarterly news magazine, *SolanoFirst* and monthly news brief.
- One SEDCORP Solano County Economic Review. Additional packages may be purchased at a discounted price.
- Access to SEDCORP Resources, which include mailing lists, current studies and reports on topics critical to quality business development in Solano County.

Member-Investor - \$1000. Annual Investment

All benefits of an Associate Member, plus:

- Voting privileges - one vote the annual election of SEDCORP Directors and any general membership policy issues.

Eligibility to build business relationships through participation on SEDCORP standing committees.

Additional affiliate participation in SEDCORP events and activities.

Additionally named affiliates receive:

- Invitations to SEDCORP General Membership events.
- Subscriptions to SEDCORP news magazine, *SolanoFirst* and news brief
- Discounted access to SEDCORP resources
- Listing in *Connections*, SEDCORP Member-Investor Directory under the listing of the Business Member.

Eligibility for service on SEDCORP Board of Directors.

Access to SEDCORP Resources, which include mailing lists, current studies and reports on topics to quality business development in Solano County.

On-line connection to your homepage or website from *Connections*, the SEDCORP on-line member-investor directory.

Member-Investor - \$2500. Annual Investment

All benefits of a Business Member, plus:

1 (one) complimentary copy of all SEDCORP sponsored reports and studies.

Listing of up to 3 (three) contacts in *Connections*, SEDCORP Member-Investor Directory.

Member's promotional literature will be distributed to prospects as a part of SEDCORP promotional package.

Access to SEDCORP Resources, which include mailing lists, current studies and reports on topics critical to quality business development in Solano County.

Eligibility for participation in SEDCORP's Executive Forum and Major Employers Network

Board Member-Investor - \$5000. Annual Investment

All benefits of a Corporate Member, plus:

Recognition on SEDCORP literature.

Appointment to SEDCORP Board of Directors.

Access to SEDCORP Resources, which include mailing lists, current studies and reports on topics critical to quality business development in Solano County at no additional charge.

The Climate Is Right for Business in Solano County!
SEDCORP - Solano Economic Development Corporation
707-864-1855 www.SEDCORP.org sedcorp@sedcorp.org



SEDCORP

Solano Economic Development Corporation

Membership Benefits

Our Mission is to foster the economic prosperity and a higher quality of life for all Solano County citizens by attracting capital investments and quality jobs. In doing so, we encourage you to take advantage of these SEDCORP membership benefits:

Data

Use business tools available for marketing and business planning:

- Demographic
- Economic
- Community profile
- Regional projections
- Labor market

Exposure

Reach markets, clients, prospects through:

- Advertising in the Solano *First* Newsmagazine
- Member breakfasts
- Annual Meeting
- Solano Summit
- Connections Directory (in print and online)
- Hyperlink from SEDCORP Online to your home page

Voice

Make your opinions heard through:

- Major Employers Network that addresses employer concerns
- Executive Forum that speaks out on regional public policy issues

Access

Meet, network, and share ideas with:

- Community leaders
- Business leaders
- Regional, national and federal government officials

424 Executive Court North, Suite C, Fairfield, CA 94534
Ph. 707.864.1855 Fax 707.864.6621 www.SEDCORP.org e-mail: Sedcorp@sedcorp.org



SEDCORP

Solano Economic Development Corporation

What is SEDCORP?

- Private non-profit partnership of municipalities (7 Cities, County), major private employers, and education with common Solano economic vitality interests
- Mission to market the Solano region to attract corporate capital investment and grow quality jobs

How did the idea for SEDCORP originate?

Leaders asked why not Solano County? when Intel expanded from Silicon Valley to Sacramento in 1982. Response was lack of business image — Solano's cities did not appear on site selectors' radar screen. Industry saw Solano as rural, as land on the I-80 between San Francisco and Sacramento.

Who founded SEDCORP? When?

SEDCORP was incorporated by a small group of land owners/developers in 1983 to:

- Promote the region as a corporate location (get on the radar screen)
- Collect and provide demographic and economic data, and
- Facilitate the process with contacts, site tours, etc

How can companies access SEDCORP services?

Contact us by phone, fax, mail or on the web

What type of companies does SEDCORP target? Why?

How many employees?

SEDCORP targets "core" employers, manufacturers, back office, distributors, which:

- Create additional jobs in the retail and service sectors
- Are the backbone of an expanding economy
- Diversify the industry base
- Generally, SEDCORP's targets create at least 20 new jobs

What are the differences between the local chambers and SEDCORP?

Chambers of Commerce are inward focused:

- Local Voice of Business
- Expose local companies to customers and clients
- Change agent in local decision making

SEDCORP is outward focused:

- Regional economics/demographics data collection, education
- Respects local decision-making

- Assists site selectors, real estate professionals
- Agent for site inquiries through California Technology, Trade and Commerce Agency

What is SEDCORP's relationship with the local chambers of commerce?

SEDCORP and chambers are Partners:

- SEDCORP-produced Solano Summit and other events/activities
- Referrals — chambers refer corporate site selectors and SEDCORP refers new corporate citizens
- Economic and demographic data collection and distribution

How does SEDCORP membership benefit companies?

Direct benefits:

- Regional networking, exposure, advertising/ marketing opportunities as in *Solano First*
- Economic data for business/ marketing planning
- Education/ information through speakers and events

Indirect Benefits:

- As region prospers with new companies and growth in jobs, members benefit from a healthy economy
- Voice in regional quality of life issues

Who are today's members?

Over 200 CEO's and business leaders from major employers, industry, education, financial and healthcare institutions, and local government

Who are each of the key players at SEDCORP and how do their backgrounds relate to their current work at SEDCORP?

- Volunteer directors (45) representing all geographic sectors, industry sectors and community leaders
- Committee members (Education & Technology, Executive Forum, Marketing and Member-Investor) seeking larger participation in SEDCORP mission

How does SEDCORP make money?

Memberships, grants and service agreement contracts (Comprehensive Economic Development Strategy, CalWorks Job Creation, Economic Review, etc.) sponsorships, advertising and events.

424 Executive Court North, Suite C, Fairfield, CA 94534

Ph. 707.864.1855 Fax 707.864.6621 www.SEDCORP.org e-mail: Sedcorp@sedcorp.org

SEDCORP MEMBER-INVESTORS

BOARD INVESTMENT

Anheuser-Busch, Inc.
City of Dixon
City of Vallejo
Genentech, Inc.

B&L Properties
City of Fairfield
County of Solano
Pacific Gas & Electric

Busch Properties, Inc.
City of Vacaville
First Northern Bank
Syar Industries, Inc.

CORPORATE MEMBER-INVESTORS

ALZA Corporation
Garaventa Properties
Plumbers & Steamfitters #343
Solano Garbage Company
Times-Herald
Vallejo Garbage Service

Amos and Andrews
Large Scale Biology Corporation
Solano Community College
Solano Transportation Authority
Travis Credit Union
Westamerica Bank

First American Title Guaranty Co.
NorthBay Healthcare
Solano Concrete Company
Sutter Solano Medical Center
Vacaville Sanitary Service

BUSINESS MEMBER-INVESTORS

Accountemps
AKT Development
Aspen Timco Inc.
Automatic Bar Controls
City of Benicia
Century 21 Distinctive Prop
Chiron Corporation
Colliers International
CSU California Maritime Academy
Daily Republic
De Silva Gates Construction
Engeo Incorporated
Favaro Lavezzo Gill Caretti Heppel
First Bank & Trust
Gateway Realty
Gaw VanMale Smith Myers Miroglia
Goodrich Corp.
Gymboree
JC's Interactive Systems
Jelly Belly Candy Company
JHL Commercial Properties
Kaiser Permanente
Kleinfelder

Kronick Moskowitz Tiedemann Girard
Lennar Mare Island
The Lessler Group
Morrison & Foerster
Nelson Staffing Solutions
Panattoni Development Company
Partnership Healthplan of CA
Premier Commercial, Inc.
Queen of the Valley Hospital
Carl Recknagel Gen. Contractors
The Reporter
R.E.Solutions, Inc.
Sheet Metal Workers' 104
Simonton Windows
Solano Bank
City of Suisun City
Teichert Construction
TLCD Architecture
Valero Refining Company CA
Vallejo Conv & Visitors Bureau
Westfield Shoppingtown Solano
Workforce Investment Board

ASSOCIATE MEMBER-INVESTORS

Alford Communications
Alkar Human Resources
Alliance Title
City of American Canyon
American Red Cross
APICS Solano Chapter
Archer & Ficklin
ARC Inc. Architects
ASB Properties
Avery Greene Motors
Bay Alarm Company
Bay Area Council
BayBio
Benicia Chamber
BKF Engineers
Brown and Caldwell
James Burchill & Assoc Inc
Cagwin & Dorward
California Apartment Assoc.
California Business Center
California Workplace Interior
CB Richard Ellis
CDI
Coldwell Banker Sol. Pac.
Computer Svcs Instruction
Cordelia Edison Partners
Corey Delta Constructors
Cornish & Carey Commercial
Courtyard by Marriott
Credit Bureau Associates
Creegan & D'Angelo Cunningham
Engineering
Cushman & Wakefield
Tara Dacus, State Farm
S.D. Deacon Corporation
Dixon Chamber Commerce
Dokken Engineering
Dominican University of Ca
Express Personnel Services
Fairfield/Suisun Chamber
Fairfield/Suisun USD
Fenwick & West, LLP

Frontier Title Company
Garland & Associates
Georgia House Graphics
Gollaher Consulting Group
Grubb & Ellis
HDR Architecture
Hearn Construction Inc.
Holiday Inn Select Fairfield
Holiday Inn Vallejo
Kappel & Kappel, Inc.
Keegan & Coppin, Inc.
Kempkey Risk Management
Kinko's
95.3 KUC Radio
Laborers Funds of N CA
Lexrite Labs Inc.
MacLaughlin and Company
Manpower
McDonald's Restaurants
Milk Farm Associates
Network Solutions
North American Title Co
Northern Solano County
Association of Realtors
NRE World Bento Inc.
O'Brien Builders
O.C. Jones & Sons
Pacific Concrete Const.
Parsons Brinckerhoff
Petrochem Insulation, Inc.
PG&E Properties, Inc.
Placer Title Company
Primary Solutions
Response Insurance
Rio Vista Chamber
City of Rio Vista
River Valley Insurance
Robbins Palmer & Allen
Saint Mary's College
SBC
Sheldon Gas Company
Solano Affordable Housing

Solano Assoc of Realtors
Solano College SBDC
Solano County Dept of Ag
Solano County Dist Attny
Solano County Office of Ed
Solano Land Trust
Solano Marketing Group
Solano Napa Commuter Info
Solano Signs
Sunnyside Farms
Touro University
Travis Unified School Dist
Triad Communities
Turner Construction
UC Davis CONNECT
United Way of Bay Area
University Extension, UCD
University of CA, Davis
University of Phoenix
Urban Realty Partners, LLC
Vacaville Chamber
Vali Cooper & Associates
Vallejo Chamber
Vallejo Naval and Historical
Museum
Valley Management Group
Wachovia Small Business
Wells Fargo Home Mortgage
Wheeler Printing
The Wiseman Company



DATE: May 6, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Cost Allocation Plan for STA

Background:

The STA hired MAXIMUS, Inc. to prepare a Cost Allocation Plan (CAP) for the agency. The CAP is required by State and Federal agencies before indirect costs can be "claimed" against certain State and Federal funds where reimbursement for staff time is authorized. The CAP develops an indirect cost rate that allows an agency to recoup overhead costs (e.g., rent, telephone, copier use, etc.) that are not directly attributable to a specific project or program. A proportion of these costs are added to the direct salaries and benefits costs that are directly attributable to a project.

The U.S. Office of Management and Budget (OMB) has established specific criteria for determining how an agency or organization may allocate indirect costs not directly attributable to a specific project or program. The criteria and methodology for developing a cost allocation plan are included in OMB Circular A-87. The State of California has adopted the requirements of A-87 and requires submittal of a cost allocation plan prepared in accordance with A-87 prior to reimbursement of indirect costs. Preparation of a cost allocation plan allows STA to seek reimbursement for indirect costs associated with staff time that is required to manage various State and Federal grants.

Discussion:

The average Indirect Cost Rate for STA has been computed as 103.094% (see Summary Page 5 of the attachment) based upon the distribution of indirect costs across departments. Using this Indirect Cost Rate, the hourly charge for an employee with compensation (salary and benefits) of \$30.00 per hour is as follows:

Hourly Rate	\$30.00
Indirect costs (103.094%)	<u>30.93</u>
Total Allowable Costs	\$60.93

Indirect costs can be claimed against the Traffic Congestion Relief Program (TCRP) and Planning Congestion Relief Program (PCR) State grants, as well as other State and Federal grants depending on the requirements of the grant.

Attached are the Summary pages from the Draft Cost Allocation Plan.

Fiscal Impact:

Approximately \$43,000 in indirect costs will be reimbursed in FY 2002-03 and \$63,000 in FY 2003-04 from TCRP and PCRCP grants. These reimbursements directly offset expenses to the STA General Fund.

Recommendation:

Approve the Cost Allocation Plan (CAP) for the Solano Transportation Authority and authorize the Executive Director to use the CAP to seek reimbursement for allocable indirect costs from all applicable grants and revenue sources.

Attachment

A. Draft Cost Allocation Plan Summary (6 pages)

CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

- (1) All costs included in this proposal dated _____, 2003 to establish cost allocation or billings for Fiscal year 2002/03 are allowable in accordance with the requirements of OMB Circular A-87, "Cost Principles for State and Local Governments" and the Federal award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

- (2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

I declare that the foregoing is true and correct.

Government Unit: Solano Transportation Authority, California

Signature: _____

Name of Official: _____

Title: _____

Date of Execution: _____

Solano Transportation Auth.
Agency Wide Allocation Plan
Allocated Costs by Department

Central Svc Departments	Governing Board	Strategic Plng	Proj Developmt	SNCI Programs	All Other	Subtotal	Direct Billed	Unallocated	Total
Equipment use		\$2,114	\$1,410	\$3,844		\$7,368			\$7,368
OPS - Staff	11,200	163,329	108,879	121,633		405,041	767,500		1,172,541
Legal Services		14,661	14,882			29,543			29,543
Personnel		4,207	2,805	5,610		12,622			12,622
Accounting	5,473	33,374	22,247	41,205		102,299			102,299
Other Services		9,266	6,178		6,059	21,503	13,025	67,394	101,922
Office lease		43,955	29,303	58,606		131,864			131,864
Equipment Lease		9,670	6,447			16,117			16,117
Telephone		7,296	4,865			12,161			12,161
Prop/Liab Ins.		2,834	1,890	3,779		8,503			8,503
Other Supplies	4,504	27,470	18,312			50,286	54,594	50,000	154,880
Total Allocated	\$21,177	\$318,176	\$217,218	\$234,677	\$6,059	\$797,307	\$835,119	\$117,394	\$1,749,820

Solano Transportation Auth.
Agency Wide Allocation Plan
Summary of Allocated Costs

Departments	Total Expenditures	Cost Adjustments	Total Allocated
Equipment use		\$10,892	
OPS - Staff	1,151,981		
Legal Services	116,400		
Personnel.....	10,743		
Accounting	39,440		
Other Services	119,400		
Office lease	108,000		
Equipment Lease.....	13,200		
Telephone	9,960		
Prop/Liab Ins.	6,964		
Other Supplies	198,745	(35,905)	
Governing Board.....			21,177
Strategic Plng			318,176
Proj Developmnt			217,218
SNCT Programs			234,677
All Other.....			6,059
Direct Billed			835,119
Unallocated			117,394
Total	\$1,774,833	\$(25,013)	\$1,749,820

Solano Transportation Auth.
Agency Wide Allocation Plan
Summary of Allocation Basis

Department	Basis of Allocation
Equipment use	
1.004 STA equip use	Number of employees
1.005 SNCI equip use	Number of employees
Operations - Staff	
2.004 General Admin	Number of employees
2.005 Office Mngmnt	Percent of effort
2.006 Accounting	Direct transfer to Accounting
2.007 Direct Services	Salaries
2.008 Governing Board	Direct cost transfer
Legal Services	
3.004 Legal	Direct Services
Personnel Services	
4.004 Personnel	Number of employees
Accounting Services	
5.004 Accounting	Relative expenditures
Other Services	
6.004 Consulting	Percent of effort
6.005 Education	Number of employees
6.006 SNCI Direct	Direct cost transfer
Office lease	
7.004 Office lease	Number of employees

48

Solano Transportation Auth.
Agency Wide Allocation Plan
Summary of Allocation Basis

Department	Basis of Allocation
Equipment Lease	
8.004 Copier lease	Number of employees
Telephone	
9.004 Telephone cost	Number of employees
Prop/Liab Insurance	
10.004 Insurance	Number of employees
Other Supplies	
11.004 General	Relative expenditures
11.005 SNCI Direct	Direct cost transfer

49

Solano Transportation Auth.
Agency Wide Allocation Plan
Departmental Summary
Indirect Cost Rates

Receiving Departments	Central Service Costs	Dept. Admin. Personnel	Dept. Admin. Other Costs	Total Indirect Costs	Indirect Cost Rate Base	Indirect Cost Rates
Governing Board	\$21,177			\$21,177	\$30,240	70.029 %
Strategic Plng	318,176			318,176	252,741	125.890 %
Proj Developmnt	217,218			217,218	168,480	128.928 %
SNCI Programs	234,677			234,677	316,039	74.255 %
	-----			-----	-----	-----
Composite Rate	\$791,248			\$791,248	\$767,500	103.094 %
	=====			=====	=====	=====

50



DATE: May 6, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Jepson Parkway Project Contract Amendments with
Jones and Stokes, Mark Thomas & Company and
Grandy and Associates

Background:

Project development work on the Jepson Parkway Project continues to make progress including the preparation of a project-specific Environmental Impact Statement/Report (EIS/R), development of updated cost estimates and funding plan, and implementation of projects with previous environmental clearances. The STA, as the lead agency on the environmental documents, has coordinated this environmentally complex project since its inception in 1999.

During the past year, in coordination with the Federal Highway Administration (FHWA), Caltrans and other federal agencies, the Jepson Parkway Working Group completed a formal scoping process with federal agencies that involved review and concurrence with the Purpose and Need, Screening Criteria for Alternatives, and the Project Alternatives to be evaluated in the EIS/R. The federal agencies involved in the process have all provided written concurrence, allowing the formal technical studies to proceed. The Alternatives Screening Report that documents this scoping process is available for review from STA staff.

The management of the Jepson Parkway Project, the EIS/R process, the federal Section 404 process, base mapping, plan line development and cost estimating have been funded each year with annual STIP allocations from the California Transportation Commission (CTC). Major activities to date have included the development of a detailed Purpose and Need statement; two years of surveying, mapping and documentation of endangered species; preparation of and screening of eleven alternatives; and the preparation of various technical studies including traffic analysis, biological, and cultural impacts.

About \$964,720 has been expended to date on project development activities since June 1999. The remaining approximately \$120,819 of unexpended, allocated funds (that were available as of December 31, 2002) are expected to be fully spent before June 30, 2003 except for about \$20,000. In April 2003, the CTC allocated an additional \$200,000 of 2002-03 STIP funds for the continuation of this project. In addition, \$185,000 of federal TEA-21 earmark funds for the project is being secured to substantially complete the environmental process through the calendar year 2004.

Discussion:

EIS/R: The Jepson Parkway Draft Environmental Impact Statement/Report is now on schedule for release in March 2004 with the certification of the Final EIS/R expected by January 2005. Since 2001, the major delay has been the completion and concurrence of the alternatives developed for the federal Section 404 consultation process that was concluded in 2002. In addition, a Section 4f impact analysis is being required by FHWA to determine the impacts, mitigations and/or alternatives to the public facilities and public parks located in the Vacaville portion of the Peabody Road Alternative (between I-80 and Vanden Road). Additional contract authority is needed with Jones and Stokes, the environmental consultant for the project, to prepare the Section 4f impact statement, and the Draft and Final EIS/R in the amount of at least \$355,000. STA staff will continue to closely monitor this contract and keep all remaining expenditures within this contract amendment amount to satisfy FHWA and other federal and state resource agencies.

Alternatives: The original contract with Jones and Stokes, called for the analysis of two "Build" alternatives. The Alternatives Screening Report and subsequent analysis, which was approved by the Jepson Parkway Working Group and the STA Board, calls for the analysis of four "Build" alternatives in the EIS/R (plus a "No Build") analysis. These four alternatives now include:

- Jepson Parkway Concept (Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road)
- Walters Road, Air Base Parkway, Peabody Road, Vanden Road and Leisure Town Road
- Walters Road, Huntington Drive, Peabody Road, Vanden Road and Leisure Town Road
- Walters Road, Air Base Parkway, Peabody Road

The analysis of the impacts of the Peabody Road Alternative requires an amendment to the scope of the contracts of both Jones and Stokes and Mark Thomas & Company for preparation of preliminary engineering plans for analysis of the Section 4f permit which documents alternatives and mitigations for impacts to public facilities and parks.

Preliminary Engineering and Project Cost Estimates: The last cost estimates were prepared by Mark Thomas & Company for the 12-mile Jepson Parkway Project about two years ago. The most recent costs (estimated in year 2001) of the base roadway project along the corridor are about \$125 million. An additional \$3 million in access costs to Travis Air Force Base North and South gates from Jepson Parkway have also been estimated and are also being pursued as part of the STA's TEA-21 Reauthorization request (although those improvements are expected to be constructed primarily within existing right-of-way and are not technically part of the Scope of Work for the Jepson Parkway EIS/R).

The reasons for the most recent costs (compared to the 1998 estimates prepared prior to the preparation of the Jepson Parkway Concept Plan) include a larger right of way, additional pavement and utility costs that were identified as a result of more detailed engineering efforts, higher unit costs, the addition of sound walls not previously included in the estimate, and inflation. The current shortfall of about \$62 million in the base roadway project costs could be met through the contribution of approximately \$46 million in state and federal funds to be proposed in the RTP Track 1 for the Jepson Parkway Project and about \$16 million in additional local funds (these amounts are subject to further refinements in the updated project

description/cost estimate for the 2005 RTP). To have Mark Thomas Company complete the engineering required to document the two Section 4f variations, complete preliminary engineering analysis and prepare updated cost estimates for the 2005 RTP is estimated to cost \$20,000.

Additionally, \$14.1 million in Class 1 bike path and landscaping costs have also been identified. These costs will be funded separately through a mix of sources including TLC, CMAQ, TEA, and TDA funding programs. STA and the City of Suisun City received \$575,000 in TLC and Enhancement funds for a Class 1 bike path and landscaping on Segment 10 (Walters Road between East Tabor Road and SR 12).

Project Management: The basic project management costs, under a contract amendment with Grandy and Associates, is estimated at \$30,000 through 2004. An update of the Jepson Parkway Concept Plan in 2004-05 or 2005-06 is also expected to be completed using some additional TLC or STP-planning funds from MTC. This update would incorporate any revisions to the preferred alignment that will come out of the EIS/R, updated cost estimates, revised TLC candidate projects and the proposed revised realignment of the Class 1 bike route (major portions of the bike route are now being proposed to be shifted to the north or west side of the corridor).

Fiscal Impact:

These proposed contract amendments totaling \$405,000 will be funded at no cost to the STA General Operations budget. All funds will be reimbursed from the \$20,000 remaining from the 2001-02 STIP, \$200,000 in 2002 STIP funds and \$185,000 from the federal TEA-21 earmark.

Recommendation:

Authorize the Executive Director to execute contract amendments to complete the Section 4f impact analysis, technical studies, and the Draft and Final EIS/R for the Jepson Parkway Project (pending allocation of federal earmark funds) including: 1) Jones and Stokes for \$355,000; 2) Mark Thomas & Company for \$20,000; and 3) Grandy and Associates for \$30,000.



DATE: May 6, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Solano County Park and Recreation Element

Background:

In October 2002, Solano County began the process of updating the Park and Recreation Element of the Solano County General Plan by hosting four public meetings in the cities of Vallejo, Suisun City, Vacaville, and Rio Vista. The Park and Recreation Element is a long-range guide for the development of regional recreation facilities and the preservation of natural and historical resources in Solano County. All goals, objectives, policies, and other proposals outlined in the Park and Recreation Element must be consistent with the other elements of the County General Plan.

The Park and Recreation Element was developed with assistance from an advisory group made up of representatives of the Greater Vallejo Recreation District, the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City and Vacaville, the Bureau of Reclamation, the Bay Area Open Space Council, the Delta Protection Commission, and the Putah Creek Discovery Corridor Groups.

Discussion:

The Solano County Department of Environmental Management published a draft of the Solano County Park and Recreation Element in February 2003 for various agencies and members of the public to provide comments. The Park and Recreation Element may have some implications on existing or planned roadways as well as regional bicycle and pedestrian routes planned in Solano County.

On April 4, 2003, the Bicycle Advisory Committee supported the portions of the plan that encourages bicycle linkages from major population centers to Solano County park areas and the portions of the element that relate to bicycle activities.

On April 30, 2003, the STA TAC reviewed the draft Element and forwarded a recommendation to the STA Board to submit a letter of support with attached comments.

The Solano County Department of Environmental Management has scheduled the following hearings on this plan:

- Park and Recreation Commission, May 8, 2003, 7:30 p.m.

- Solano County Planning Commission, May 15, 2003, 7:00 p.m.
- Board of Supervisors, June 3, 2003, 9:00 a.m.

Staff has prepared the attached list of recommended comments to be submitted to the Solano County Department of Environmental Management (see Attachment A).

Fiscal Impact:

None

Recommendation:

Authorize the Executive Director to submit a letter of support on the Draft Solano County Park and Recreation Element based on the attached comments.

Attachment – A. STA Comments on Draft Solano County Park and Recreation Element

**STA Comments on
Draft Solano County Park and Recreation Element**

To encourage improved motorized and non-motorized linkages between transportation and land uses in Solano County, the Solano Transportation Authority (STA) supports the proposed Solano County Park and Recreation Element dated Spring 2003 with the following comments:

1. The STA supports the coordinated countywide planning effort that has resulted in the preparation of this element and encourages all the cities and the county to continue working together to implement its recommendations.
2. The STA supports the long range multi-modal transportation improvements, as identified in the Solano Comprehensive Transportation Plan, that would help meet the projected mobility needs of Solano County to accommodate the regional proposals in this element.
3. The element should reference both the "Solano Countywide Bicycle Plan" and the "Solano Countywide Pedestrian/Trails Plan" since they identify the major proposed intra-county, non-motorized access routes to the proposed regional facilities.
4. The Solano Bicycle Advisory Committee supports the portions of the plan that encourages bicycle linkages from major population centers to Solano County park areas and part of the element that relate to bicycle and pedestrian activities.
5. STA recommends that ABAG's "Projections 2003" be utilized in the element instead of "Projections 2002" since the countywide jobs-housing projections are more balanced.



DATE: May 6, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: City of Fairfield's Solano Bikeway Extension
Feasibility Study Comments

Background:

Since June 2002, the STA BAC has been working with the City of Fairfield to develop the Solano Bikeway Extension Feasibility Study. The Solano Bikeway currently begins at Columbus Parkway in the City of Vallejo and ends at McGary Road in the City of Fairfield. The study focused on extending the Solano Bikeway from McGary Road to Solano College in Fairfield, thereby connecting Vallejo to central Solano County.

The City of Fairfield included two BAC members (Randy Carlson, former BAC Chair and J.B. Davis, current BAC Chair) to participate with its staff and staff from the STA on a Project Development Team (PDT). The PDT discussed feasibility recommendations, alternative bike route alignments and associated project costs. The City of Fairfield also included the entire BAC as the countywide citizen's review group for the study since the Solano Bikeway is a regional bicycle route connecting to multiple jurisdictions. Fairfield's transportation planning consultants, Alta Transportation, presented the BAC recommendations made by the PDT and requested comments as the feasibility study progressed.

Discussion:

The draft Solano Bikeway Extension Feasibility Study was completed in January 2003. Chapter 1 *Introduction* and Chapter 5 *Phasing, Costs, and Funding* are attached to give the STA Board further background on the feasibility study and provide phasing and cost information (See Attachment A). STA staff and members of the BAC have compiled a list of comments on specific proposals contained in the study and comments on grammar and report format (See Attachment B). These comments were reviewed and recommended for submittal by the STA TAC on April 30, 2003.

STA staff proposes to submit the comments to the City of Fairfield for consideration in the adoption of the final Feasibility Study. After the City of Fairfield adopts it, the recommendations of the adopted study would be referenced and further analyzed in the Solano Countywide Bicycle Plan (to be updated in summer/fall 2003).

Fiscal Impact:

None to the STA General Operations Fund.

Recommendation:

Authorize the Executive Director to submit a letter to the City of Fairfield with the attached comments on the Solano Bikeway Extension Feasibility Study.

Attachment: A. Chapter's 1 and 5 of the Solano Bikeway Extension Feasibility Study
B. Comments on Solano Bikeway Extension Feasibility Study

1. INTRODUCTION

This Feasibility Study examines options for developing bicycle facilities between the existing Solano Bikeway and Solano Community College. This study is an effort to provide a continuous bikeway between two major existing off-street bike paths in Solano County: the Solano Bikeway and the Fairfield Linear Park Bike Path. The project study area extends from the terminus of the existing Solano Bikeway (McGary Road west of American Canyon Road) northeast to Solano Community College (on Suisun Valley Road), and includes areas to both the north and south sides of I-80. Both on- and off-street bikeway options were evaluated as part of this study. The study area includes the closed segment of McGary Road, a major gap in the bikeway system for cyclists traveling between Vallejo and Fairfield.

The purpose of this Feasibility Study is to:

- Document existing conditions based on aerial mapping and field review information;
- Provide background on the project history, goals, and relationship to existing plans and other relevant documents;
- Identify potential Solano Bikeway Extension users and their needs;
- Identify constraints along the corridor including roadway conditions, construction and engineering challenges, and operational issues;
- Develop alternative bikeway alignments;
- Develop design standards to facilitate the design process and ensure consistency with established state and national standards; and
- Provide phasing and funding details for project implementation.

The document is organized as follows:

- Chapter 2: Existing Conditions
- Chapter 3: Conceptual Bikeway Alternatives
- Chapter 4: Design Guidelines
- Chapter 5: Phasing and Implementation
- Chapter 6: Maintenance and Management

5. PHASING, COSTS AND FUNDING

The identified Solano Bikeway Extension conceptual alternatives involve a number of different options for improving bicycle access within the project area. Ultimate buildout of many improvements will be tied to the numerous highway improvement projects planned for the area. Planning efforts for projects such as the SR-12/Red Top Road interchange, North Connector, Green Valley/I-80 overcrossing should incorporate bicycle facilities. These projects, taken as a whole, will greatly enhance bicycle access within Fairfield.

FAIRFIELD MASTER TRAILS PLAN

The Fairfield Master Trails Plan notes that the first trails for consideration for construction should be those that fill missing links in larger trail systems. Construction should be phased so that "through" connections take priority over the additional amenities that can be constructed when funding allows.

PREFERRED ROUTE

Following identification of the issues surrounding each conceptual alternative, the selection of a "preferred" alternative for the Solano Bikeway was brought before the TAC. The TAC felt that all the identified conceptual alternatives were viable and should remain in the Plan, as they provide a range of short- and long-term options, appealing to both commuter and recreational cyclists, to enhance bicycle access within the Cordelia area of Fairfield.

For purposes of this Study, it was generally agreed that the long-term "preferred" route for a commuter cyclist heading between Vallejo and Solano Community College, from the standpoint of directness and limited vehicle conflicts (i.e. intersections, driveways), would be Red Top to the future North Connector to Mangels Boulevard. However, in the absence of signalization or grade-separation of SR-12/Red Top Road, and a connector road/path from SR-12 onto Mangels Boulevard, this preferred route is not possible.

Thus, a short-term preferred route was sought that could enhance bicycle access through the Study Area using existing roadway/intersection configurations. While members of the TAC thought that the Rail-with-Trail option to Dan Wilson Creek was an excellent long-term idea, the high cost required for a new I-80 overcrossing limited consideration of this option as a realistic short-term solution. There was discussion whether a viable short-term alternative would be the off-street option using the drainage channel toward Lopes Road. Ultimately, the on-street route using Red Top Road, Watt and Fermi to Lopes Road was selected as the preferred short-term route, due to relative ease of implementation, low cost, and connection to the high school. This route would utilize the existing Green Valley Road overcrossing and connect to Mangels Boulevard and Suisun Valley Road to

extend to the College. It was acknowledged that use of the existing Green Valley Road overcrossing was less than desirable, but bicycle access at this overcrossing will be improved as part of the planned reconfiguration project to be completed by 2008.

PHASING RECOMMENDATIONS

This section discusses key phasing recommendations for the short-term preferred option for the Solano Bikeway Extension.

PHASE 1: MCGARY ROAD IMPROVEMENTS

Opening McGary Road to cyclists is a critical first phase of the Solano Bikeway Extension. This is currently the key missing gap for cyclists heading between Vallejo and Fairfield, and re-opening this road to cyclists will provide them with a legal route into Fairfield.

PHASE 2: RED TOP ROAD-LOPES ROAD

In the short-term, lacking improvements to SR-12/Red Top Road interchange, the preferred Bikeway alignment would extend down Red Top Road toward the High School and connect to Lopes Road via Watt and Fermi. Class II bike lanes should be installed on Red Top Road to Watt Road. Watt and Fermi Roads are relatively low traffic volume, and could simply be signed as Class III Bike Routes. However, given the width of Fermi Road, lack of striping, and frequent truck parking, it is recommended that Class II bike lanes be striped to more effectively delineate the travel lane, bike lane, and parking lane.

Bike lanes should be installed on Lopes Road. The intersection of Lopes/Cordelia is a constrained point, but other segments of Lopes have sufficient width if the wide travel lanes are narrowed (54 feet serving two travel lanes and parking on one side of the road).

Signage should be placed on the Green Valley Road overcrossing warning motorists of the potential presence of bicycles on the roadway. Once on the north side of I-80 (and now on Green Valley Road), cyclists can either take the roadway or use the parallel pathways along the road.

PHASE 3: GREEN VALLEY ROAD-MANGELS ROAD TO COLLEGE

Phase 3 of the Bikeway Extension project should be the development of Class II bike lanes on Green Valley Road, Mangels Boulevard, Suisun Valley Road, and the College Perimeter Drive. Bike lanes on Green Valley Road and Mangels Boulevard would augment the parallel pathways and better serve commuter cyclists.

OTHER PHASES

As recommended previously, bicycle facilities should be incorporated into the design of the Red Top Road/I-80 undercrossing, Red Top Road/SR-12 interchange, Business Center Drive/North

Connector Extension, and Green Valley Road/I-80 overcrossing and constructed as part of those individual projects.

COST ESTIMATES

Figures 5-1, 5-2, and 5-3 show cost breakdowns for each specific segment of the Solano Bikeway Extension. Detailed cost breakdowns for each segment are included in the appendix.

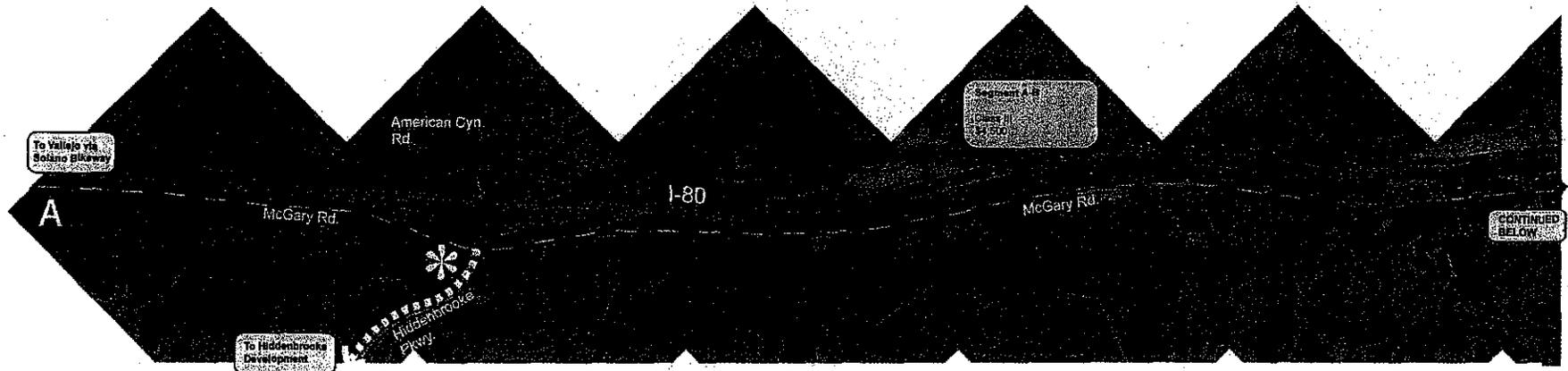
As noted earlier in this study, the improvements to open McGary Road to bicycles (10 foot wide concrete path) were estimated at approximately \$760,000. After the bikeway analysis of McGary Road had been completed, the City inquired as to the cost to fully open the road to vehicular traffic by constructing a 26 foot wide roadway (two travel lanes) with 3 to 4 foot shoulders. A rough estimate for re-opening McGary to full vehicular access was estimated at approximately three times the cost of the bikeway-only solution, or about \$2 million.

POTENTIAL FUNDING SOURCES

There are a variety of potential funding programs including local, regional, state, and federal sources that can be used to construct the Solano Bikeway Extension. Most federal, state, and regional programs are competitive and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits.

The Solano Bikeway Extension Project is uniquely qualified to gain access to and poised to compete well in grant funding competitions for national highway improvements, environmental mitigation, transportation, recreation, and state transportation improvements. The completion and adoption of this study tempers the resolve of the study partners to see the implementation of the Solano Bikeway Extension Project. With significant portions of the trail already complete, an expanding commuter and recreational user base, the regional significance of the project, and the major destinations it serves, a variety of sources are available to fund projects engineering and construction phases. By teaming with the Solano Transportation Authority, the City of Fairfield will be in good standing to secure its fair share of state and federal funding for the project.

The following funding programs were selected for identification due to their potential to fund future phases of the Solano Bikeway Extension Project. The sources below include both transportation and recreation funds, which can be used for various project activities from engineering to construction.



KEY TO BIKEWAY ALTERNATIVES

- ▬▬▬▬▬▬ On-Street Bikeway (Bike Lanes or Route)
- ▬▬▬▬▬▬ Off-Street Bike Path

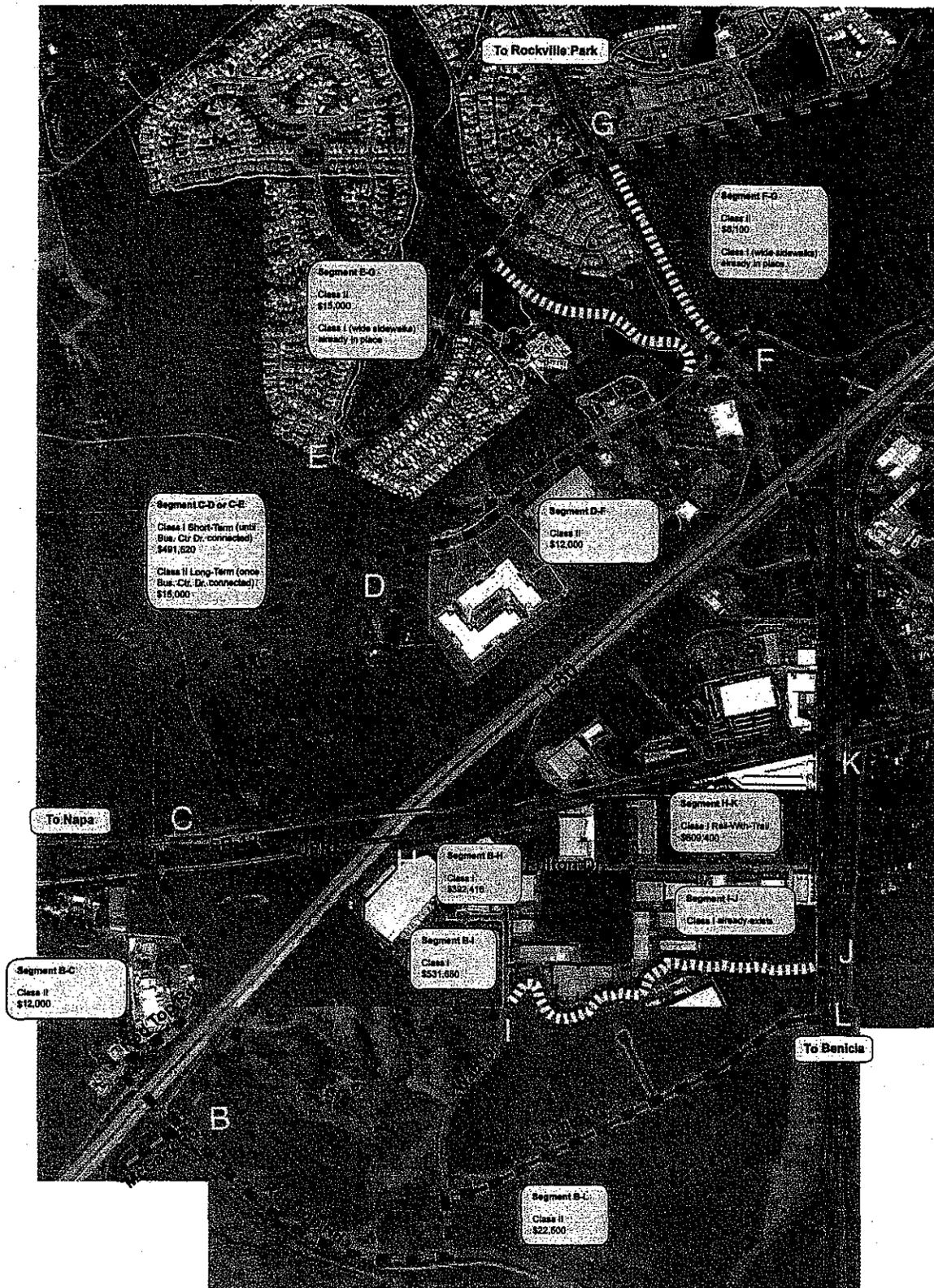
EXISTING CONDITIONS

Existing Off-Street Bike Path



**Figure 5-1
Alignment Costs: Segment 1**





KEY TO BIKEWAY ALTERNATIVES

EXISTING CONDITIONS

- ▣▣▣▣▣▣ On-Street Bikeway (Bike Lanes or Route)
- ▣▣▣▣▣ Off-Street Bike Path

Existing Off-Street Bike Path

Figure 5-2
Alignment Costs: Segment 2



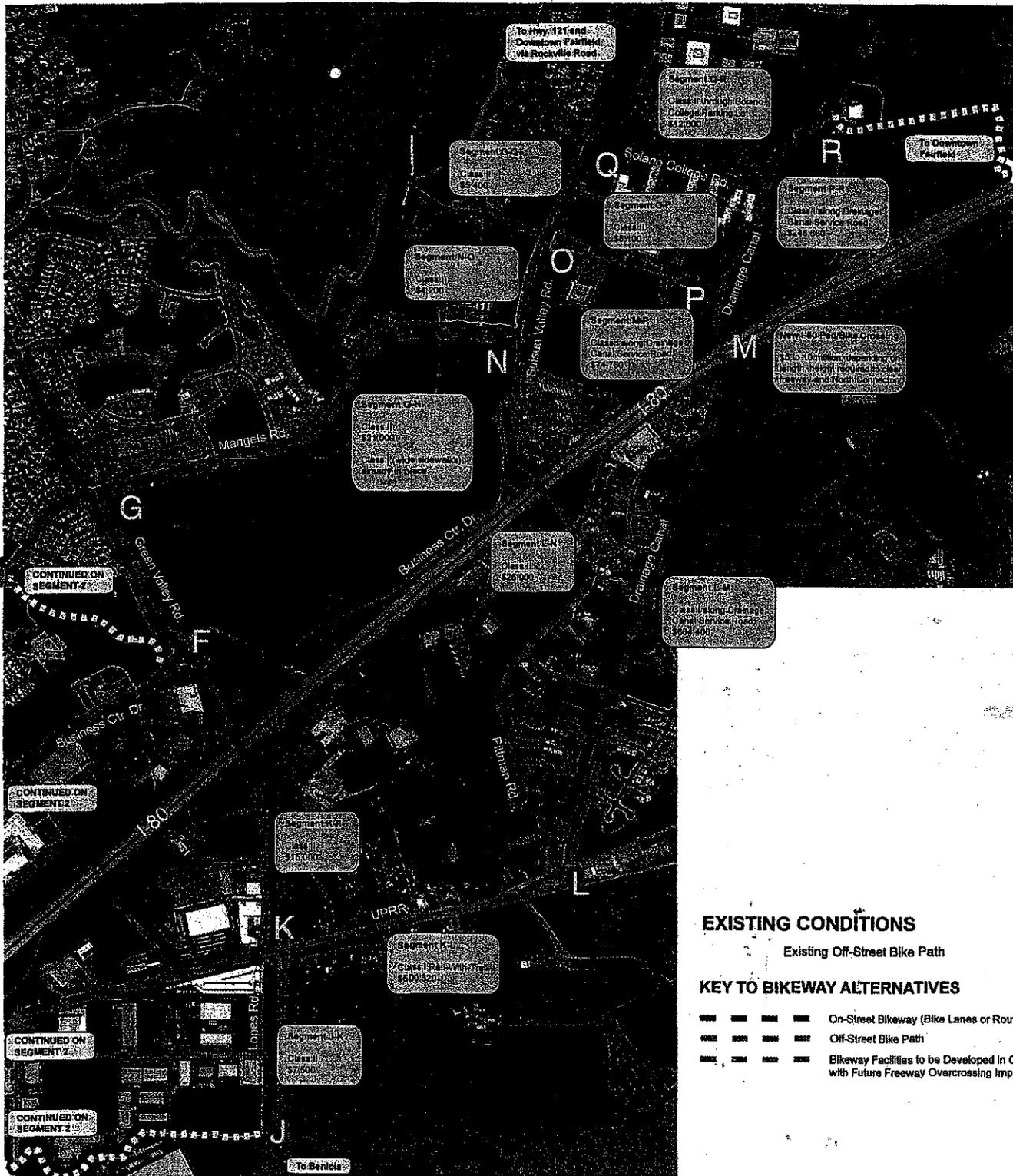


Figure 5-3
Alignment Costs: Segment 3
 Solano Bikeway Extension Feasibility Study



STA Comments for Solano Bikeway Extension Feasibility Study

May 6, 2003

Cordelia reference	2-7. Cordelia is a community in Fairfield and is not a separate city. The word Cordelia is only properly applied to the area near the intersection of Cordelia Road and Central Way.
Interregional Objective	Add to paragraph or objectives, 'Provide an interregional bicycle connection between the City of Fairfield and the City of Vallejo.'
Jameson Canyon (SR12/ North Connector)	Option 2A is a preferred mitigation for the loss of Class 1 ROW before the truck climbing lane conversion, and still requires a left turn signal at Red Top and SR 12. Figure 3-2 Indicate safety improvements recommendations at each terminus of the existing bike path north of I-80/SR 12 (such as better signage at each end).
McGary Road and Red Top Slide Area	2-11. Clarify this section to explain that the Caltrans' goal for the Red Top Slide Project is to fix the current slide underneath I-80 and not McGary Road, although McGary Road will benefit from this project as well. 3-8. Indicate which McGary Road alternative design would handle slides better. Page 6-4 Suggest recommending the emergency telephone located on I-80 be made accessible from McGary Road.
Red Top Slide	3-5. Expand on the work Caltrans is doing to stabilize the slide and when the slide is expected to be stabilized.
South Alternatives	5-3. Recommend giving more emphasis to the rail to trail option since this is the best link to Suisun City. On-street alternatives through Red Top, Lopes Rd, and Cordelia Road should be considered as an alternative to the Rail to Trail option. Rail with trail negotiations should include the concept of replacing the existing Hwy 12 (Jameson Canyon) bike lanes with a rail with trail.
Suisun Connection	2-24 Reference the Highway 12 Bike Path (Central County Bike route) under construction in Suisun with completion date for fall 2003. Figure 3-3. Add a note near the intersection of UPRR and Pitman Road about Cordelia Road being a currently used bike route to Suisun City. In the recommendations, recommend UPRR route be pursued even if the Drainage Canal route is never implemented, important link for the Solano Bikeway and Suisun City.
Report format	Prepare a separate executive summary for the study that will be used for distribution to the general public. Introduction section should briefly discuss the process of how the study was developed (i.e. who was involved, public input meeting, comments etc). Refer to the BAC/TAC as Project Development Team (PDT) or Project Delivery Team to avoid confusion with the STA's Technical Advisory Committee (TAC).

Other Comments-

1-1 first sentence	Change existing to 'newly constructed' Solano Bikeway
1-1 third sentence	...existing Solano Bikeway in Vallejo ...to Solano Community College in Fairfield'
2-1, first paragraph, 2nd sentence	...and conversations with 'staff from city of Fairfield, City of Vallejo, STA,' County, Caltrans...
Page 2-1	Make a suggestion to include improving the conditions of the Bike Route from Fairfield to Napa and the intersection of SR-12 and Red Top Road.
2-1, last paragraph, 3rd sentence	(delete) thereby theretically allowing only local landowners to gain access and replace with, "in an effort to limit access to local landowners."
2-2, first paragraph	Need to specify clearly where the three options are being considered.
2-2, first paragraph	'In addition, the City of Fairfield, 'STA' , and Caltrans
2-2, 1st paragraph 2nd sentence	Change the sentence to read, 'The three options would require a new road to meet with existing Business Center Drive ..with Mangels Boulevard (strike out quiet)'
2-2, 1st paragraph, last two sentences	Combine the two sentence and state, 'This feasibility study will examine both North Connector street options and how the new road and bike route...'
2-2 2nd paragraph 1st sentence	The proposed Solano ...
2-5, 2nd paragraph 1 sent	With the development of the Solano Transportation Authority's (STA) Solano Countywide Bicycle Plan in 2001 , followed by the STA's Comprehensive Transportation Plan for Solano County 2025 in 2002, STA and its member agencies (cities and County of Solano) '
2-5, 2nd para, 2nd sent	The STA recognizes...
2-5, 2nd para, 3rd sent	...the Solano Bikeway north of Columbus Parkway in Vallejo'
2-5, last paragraph, 2nd sent	Provide links and improves bicycle access...'
2-6. Goal 4, Objective A.	Change "is" to "should be".
Page 2-6	In Goals 2 and 3, reference "visual impacts" as "aesthetic impacts".
2-7, 3rd para, 1st sentence	Fairfield'
Page 2-7.	The last statement in paragraph 3 need to justify why people will use this 7 mile long trail.
Page 2-7	The fourth paragraph does not apply to the study area. The housing is not high density. The facts do not lead to the conclusion that "there is likely a large number of potential bicyclists in the Bikeway Extension vicinity..." Suggest citing the intensive use given the Linear Park Trail as evidence that there is demand for bike trails in Solano County.

Page 2-8.	Correct bullets and references to weather in Solano County.
Page 2-8	2-8. Add a bullet that states: "Bicycle commuters are willing to ride on busy streets but prefer space for bikes to ride that is not in the traffic lane, i.e. class II bike lanes.
Page 2-8	2-8. Change the term 'bicycle racer' to bicycle enthusiast or bicycle commuter.
Page 2-8	2-8. Add noise to the list of factors important to cyclists.
2-8, last paragraph, 4th sent	Change Transit Mall to Fairfield Transportation Center
2-9 Affected Agencies	Include the Solano Transportation Authority, add in the first sentence, ' STA is the Congestion Management Agency for Solano County and is the lead agency preparing the I-80,680,780 Corridor Study and environmental studies for the I-80/680/12 Interchange and North Connector Project. '
2-9, 2nd para	The STA and Caltrans are conducting....'
2-9, 5th para	Sentence should state 'Draft Environmental Impact Statement/Report will....'
2-10, 2nd para, 1st sent	...environmental studies commenced fall of 2002... '
2-10, 2nd para, 2nd sent	...Document will be completed by spring 2004 '
Page 2-10	2-10. The final paragraph on this page refers to a pedestrian/bicyclist crossing of I680 at Red Top. Please further explain the concept; BAC should further review such a proposal in context with the Countywide Bicycle Plan.
2-11, first para	Reference Caltran's Red Top Slide remediation project
Page 2-11, 2nd para, last sent	Remove the word 'is'
2-11,3rd para,1st sent	The Solano Comprehensive Transportation Plan identifies a future...'
2-11, 4th para, 1st sent	The 2001 Solano Countywide Bicycle Plan updated the 1995 Solano Bicycle Plan...'
2-11,4th para, 2nd sent	Major recommendations of the 2001 Bicycle Plan Update...'
Page 2-11	2-11. Delete the reference to the San Joaquin River in the final paragraph.
Page 2-15	2-15. Add Suisun City to the list of agencies of concern.
2-18, 2nd para, 2nd sent	Should read ...'development of the Napa/Solano rail study this year.
Page 2-18	Include in the landuse heading: the Nelda Mundy and Oakbrook Elementary Schools and Green Valley Middle School
2-19,5th para	Large manufacturing plants such as Jelly Belly and Budweiser occupy the land immediately northeast of the I-80/680 interchange. '
Page 2-24 under Roadways	Correct the direction stated in this sentence for the I-80. I-80 is an east to west freeway that more or less runs north and south through Solano County
2-25,3rd para, 2nd sent	...and the community of Cordelia and the City of Benicia '
2-25,4th para, 3rd sent	...a connector road is being considered from...'
3-1,1st para, last sent	...conversations with city of Fairfield, City of Vallejo, STA, Solano County, Caltrans... '
3-1,4th paragraph, 1sent	...follow McGary Road into the City of Fairfield to Solano Community College. '
3-1,4th para, 4th sent	Indicate miles for the two circuitous routes referenced in this section and compare it to how many miles between Fairfield and Vallejo through the Solano Bikeway.
Figure 3-2	Increase font sizes and clearly indicate which alternatives the routes illustrated are pertaining to. Consider adding a another route from Red Top paralleling I-80 east under Railroad Bridge and under Hwy 12 Jameson Canyon (see map mark up).
Figure 3-3	Number alternatives
Figure 3-4	Figure is difficult to read.
3-10	Expand on the description of the existing Class I Path at Jameson Canyon.
3-11, 3 para, 1st sent	...through to Hwy 12 for vehicle travel...'
3-11, 5 para, 3 sent	...crossing I-80 at other potentially...'
3-13, last para	Refer to TAC as the PDT (see comment in Report Format section).
3-15, 2nd para	Indicate an estimate of how much the new ped/bike overcrossing cost.
3-15, 3rd para, last sentence	Indicate how close this would be to Suisun Valley Road.
3-15, 4th paragraph, 2nd sent	...there is no timeline for...'
Page 5-1	5-1. Include "Preferred Route" in the chapter title.
Page 5-2, Phase 3 section end of 1st sentence	Please add...'to accommodate Solano College Students...and Mangels Boulevard and Kaiser Road and Dan Wilson Creek if possible to accommodate through commuters.'
Page 5-3	5-3. Clarify this sentence: "The completion and adoption of this study tempers the resolve..."
Page 6-7	6-7. Clarify reference to railroad operator.
Page 6-7	6-7. Clarify who will maintain this trail.



DATE: May 6, 2003
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Manager
RE: Request for Proposals (RFP) for Rio Vista CalWORKS LIFT project

Background:

For several years, the Solano Transportation Authority (STA) has been coordinating with the SolanoWORKS Transportation Advisory Committee. Transportation needs and potential strategies to respond to these needs were identified and prioritized by a committee comprised of County Health and Social Services staff, non-profit support services staff, employers, transit staff, public officials, and others SolanoWORKS clients. These strategies were documented in the 2002 SolanoWORKS Transportation Advisory Committee report. One of these strategies prioritized for implementation was to supplement Rio Vista Transit's weekly transit service between Rio Vista and Fairfield by designing a daily vanpool service between these two cities.

The preparation and approval of the SolanoWORKS Transportation Advisory Committee report qualified Solano County to apply for the Metropolitan Transportation Commission's (MTC) Low Income Flexible Transportation (LIFT) program funding. The projects had to be consistent with the county Welfare to Work plan and endorsed by the Committee. This Rio Vista vanpool project was one of two Solano projects endorsed by the Committee to submit for LIFT grant funding. The other project is to expand a Vallejo-based children's shuttle operated through a public/private partnership. In the Fall of 2002, the City of Rio Vista with the County of Solano and the STA as project partners submitted a LIFT application for three years of funding for a vanpool service between Rio Vista and Fairfield.

Discussion:

The Rio Vista vanpool project was selected as one of over a dozen projects in the Bay Area through this competitive process for \$6M of LIFT funds. The Rio Vista vanpool project is designed to fund two vanpools to transport individuals to Fairfield. One vanpool's purpose will be to transport Rio Vista CalWORKS clients and the general public to transit transfer locations in Fairfield. The other vanpool will transport users to the County's Fairfield Ready Center where pre-employment services are available. The two vanpools will each make a trip every morning and afternoon, but at different times. As with the typical vanpool, CalWORKS clients or general public riders will be qualified as the drivers. The primary cost of this project is to lease the vans. A vanpool lease typically includes the cost of maintenance and insurance. Other project costs include gasoline, administration, and other items. The total three-year costs are \$104,033. The LIFT grant funds nearly 70% of the cost, up to \$70,494. The balance of the project costs will be covered by County Temporary Assistance for Needy Families (TANF) and City of Rio Vista Transportation Development Act (TDA) funds.

In December 2002, the MTC approved funding of this Rio Vista vanpool project. Since that time, discussions have been underway to finalize an agreement between MTC and the City of

Rio Vista. Simultaneously, the staff from the three local agencies have been meeting to discuss the three agencies' roles and responsibilities and to form a plan of action for implementation. One of the first key steps is to select a vanpool vendor from which to lease two vans. The STA would lease the vehicles and obtain reimbursement from the County of Solano and the City of Rio Vista. At a minimum, the vanpool vendor would provide the vehicles (7-15 passenger), maintenance, and insurance. A RFP has been prepared to secure a vanpool vendor for this three-year project. The STA is administering the implementation of this project.

Financial Impact:

None. All the funding for this project is provided by other agencies including the County of Solano (TANF), the City of Rio Vista (TDA), and MTC (LIFT) funds. The project's funds are to cover the costs of STA's administration as well.

Three year project costs and revenues

Revenues		Costs	
LIFT (MTC)	\$70,494	Van Lease	\$78,812
TANF (County of Solano)	\$16,769	Gas, Misc.	\$14,817
TDA (City of Rio Vista)	\$16,770	Administration	\$10,404
Total	\$104,033		\$104,033

Recommendation: Authorize the Executive Director to release a RFP, select a vanpool vendor, negotiate and enter into a lease to provide up to two vanpool vehicles and associated services for the Rio Vista CalWORKS LIFT project in an amount not-to-exceed \$25,000 the first year with an option to renew for two additional years for the cost not-to-exceed \$78,812 over three years.

Attachment

A. Preliminary Scope of Work

**Preliminary
Scope of Work**

- Ability to lease two vanpool vehicles for trips of approximately 40-mile daily roundtrip, Monday-Friday.
- Have flexibility on size of vehicles to accommodate changes in demand
- Provide routine vehicle maintenance
- Provide back-up vehicle in the case of routine maintenance, vehicle breakdown or damage.
- Provide insurance for vehicle, driver, and passengers.
- Deliver initial and back-up vehicles to Rio Vista.
- Maintain service for one year after initial start. Option to renew each year for two additional years.
- Provide data as needed to STA for project reports.
- Assist with vehicle administration and marketing as needed.

*Proposed
Schedule*

Release RFP	mid-May 2003
Proposals Due	early June 2003
Vendor Selection	June 2003
Execute Contract	late June 2003
Attend Rio Vista organizing mtg	late June 2003
Vehicles available for service	July 2003
Driver meeting	July 2003
Lease vanpool (s)	July 2003 - June 2004
Support vanpool (s)	July 2003 – June 2004
Review option to renew; Re-bid if necessary	April 2004
Review option to renew; Re-bid if necessary	April 2005



DATE: May 6, 2003
TO: STA Board
FROM: Nancy Whelan, Nancy Whelan Consulting
RE: FY 2003-04 TDA/STAF Claim

Background:

Each fiscal year STA files a Transit Development Act (TDA) and State Transit Assistance Funds (STAF) claim with the Metropolitan Transportation Commission (MTC). TDA funds are apportioned by MTC to local jurisdictions based on population shares of county sales tax receipts. A portion of STAF funds, the "MTC Discretionary Funds," are apportioned to the Northern Counties in the Bay Area and for regional paratransit in Solano County based on a MTC allocation formula.

In the past, TDA and STAF funds have been used by STA for planning, administration, supporting SolanoLinks Consortium, the Paratransit Coordinating Council, rail planning studies, Solano Paratransit operations and capital, Route 30 operations and capital, and other transit capital claims. STA has claimed some of these funds for paratransit and transit purposes and passed them on to eligible operators.

The TDA fund application requires the governing board to authorize the agency to file the annual claim.

Discussion:

The use of TDA and STAF funds is determined during the budget development process at STA. For FY 2002-03, STA budgeted TDA and STAF funds with the initial budget adoption in June 2002 and then with the mid-year budget revision in December 2002. The mid-year revision, and the requirement to have completed the FY 01-02 fiscal audit to claim Solano Paratransit funds resulted in the need for an amended claim. However, because the amendment to the FY 02-03 claim would be filed at nearly the same time as the FY 03-04 claim, MTC recommended that a single claim be filed for both years.

A summary of the claim amounts, fund sources, and uses is shown in attachment 1.

Fiscal Impact:

This action meets the TDA/STAF revenue estimates for FY 2002-03 and includes a revenue estimate for what is required for the FY 2003-04 budget.

Recommendation:

Adopt the attached resolution authorizing the filing of a claim with the Metropolitan Transportation Commission for allocation of Transportation Development Act (TDA)/State Transit Assistance Funds (STAF) for FY 2003-04.

Attachments: A. Resolution
B. STA FY 2003-04 TDA and STAF Claim

RESOLUTION NO. 2003-14

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT/STATE TRANSIT ASSISTANCE FUNDS FOR FY 2003-04

WHEREAS, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, planning, and administration; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations there under (21 Cal. Admin. Code Section 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance Fund (STAF) is created pursuant to Public Utilities Code 99310 et seq., and

WHEREAS, the STAF makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support transit projects; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County will be required by claimant in Fiscal Year 2003-04 for the purposes of operation Solano Paratransit and planning and administrative services; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA and STAF pursuant to Public Utilities Code Sections 99400, 99402, and 99313 as attested by the opinion of Solano County Counsel April 30, 2003.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriated TDA/STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA/STAF monies in Fiscal Year 2003-04.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocation of funds as specified herein.

Jim Spering, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of May 2003.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Attested:

Kim Cassidy, Clerk of the Board

**SOLANO TRANSPORTATION AUTHORITY
FY 2003-04 TDA AND STAF CLAIM**

	FY 02-03 Budgeted Amounts ¹			FY 03-04 Proposed Budget			TOTAL
	Solano Paratransit FY 01-02 Deficit ²	Member Agency Planning Studies ³	STA Planning and Admin. ⁴	STA Planning and Admin. ^{4,5}	SolanoLinks Planning and Marketing	Senior and Disabled Transit Study	
TDA ARTICLE 4/8							
BENICIA	\$0	\$0		\$20,832	\$0	\$0	\$20,832
DIXON	7,600	0		11,170	0	0	\$18,770
FAIRFIELD	50,687	0	100,000	168,458	0	0	\$319,145
RIO VISTA	2,676	0		3,484	0	0	\$6,160
SUISUN CITY	14,687	0		19,575	0	0	\$34,262
VACAVILLE	53,173	0		65,728	0	0	\$118,901
VALLEJO	0	0		82,393	0	0	\$82,393
UNINCORPORATED	10,127	0		14,977	0	0	\$25,104
Total, TDA Article 4/8	\$138,950	\$0	\$100,000	\$386,617	\$0	\$0	\$625,567
STAF							
Northern Counties	0	161,381	0	0	97,980	20,000	279,361
Vallejo	0	0	0	0	44,020	0	44,020
Total, STAF	0	161,381	0	\$0	\$142,000	20,000	\$323,381
STAF Regional PT						80,000	\$80,000
TOTAL CLAIM	\$138,950	\$161,381	\$100,000	\$386,617	\$142,000	\$100,000	\$1,028,948

Notes:

1. These amounts must be disbursed in full to STA with the first monthly payment of FY 03-04.
2. MTC required that claim for 6 month balance of Solano Paratransit funds be supported by the annual audit.
3. Fairfield at \$60,000; Rio Vista at \$41,381; Vallejo at \$60,000.
4. Fairfield will claim \$200,000 in STAF Regional Paratransit Funds in return for their contribution of \$200,000 in TDA funds to STA Planning and Admin.
5. STA is considering a revision to the method of calculating member agency contributions. The contribution amounts may change with the adoption of the FY 04 budget.

05-May-03



DATE: May 7, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: 2002 STIP Amendment for FY 2003-04 – Jepson Parkway

Background:

In February, the STA Board approved the following 2002 STIP Amendment for funds programmed in FY 2003-04:

Fairfield/Vacaville Rail Station: Reprogram \$2.25M in FY 03-04 to \$125K in 03-04 and \$2.125M in 04-05

Vallejo Ferry Terminal: Reprogram \$3.0M in FY 03-04 and \$4.3M in FY 04-05 to \$1.2M in 04-05, \$3.0M in 05-06 and \$3.1M in 06-07

These funds were reprogrammed to better reflect when the funds would actually be needed for the respective projects. The STA received concurrence from MTC for reprogramming these funds and the proposed amendment has been forwarded to Caltrans for California Transportation Commission (CTC) action at the June 2003 meeting.

Discussion:

The Jepson Parkway project has \$4.9M in STIP funds programmed for FY 2003-04 with \$4,650,000 for construction (see Agenda Item VII.A.) and \$250,000 for PS&E (for Vanden Road between Peabody Road and Leisure Town Road). Although the construction funds will be needed in FY 2003-04 for segments with environmental clearance, the delay in the preparation of the Environmental Impact Statement/Report (EIS/R) for the remainder of the Jepson Parkway, due to additional alternatives and requirements imposed by the resource agencies, may make it difficult to receive an allocation for PS&E. If the STIP funds are not allocated in FY 2003-04, they will lapse and will not be available for reprogramming until the next STIP cycle.

Reprogramming the STIP funds for PS&E from FY 2003-04 to FY 2004-05 will provide additional time needed to ensure the EIS/R is completed (Draft EIS/R currently scheduled for Spring 2004) before the allocation request for PS&E is forwarded to Caltrans and the CTC. If the EIS/R is not completed in Spring 2004 due to unforeseen environmental problems, reprogramming the PS&E funds to FY 2004-05 provides an additional year for allocating the funds.

Due to a CTC requirement that amendments to the STIP must be made prior to the year of programming, an amendment must be requested and approved by the CTC before June 30, 2003.

The STA TAC unanimously approved the recommendation at the April 30, 2003 meeting.

Fiscal Impact:

None.

Recommendation:

Authorize the Executive Director to reprogram \$250,000 in 2002 STIP funds for PS&E for the Jepson Parkway from FY 2003-04 to FY 2004-05.



DATE: May 7, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Collison Engineering Contract Amendment No. 1 – STIP-TAP
Project Monitoring Services

Background:

On June 1, 2001, the STA Board approved the selection of Collison Engineering to monitor the delivery of Caltrans State Transportation Improvement Program (STIP) projects to help ensure the timely delivery of Caltrans state highway projects. The consultant services are funded through the State Transportation Improvement Program's Delivery Technical Assistance Program (STIP-TAP).

The STA and the Napa County Transportation Planning Agency (NCTPA) were jointly awarded \$50,000 in STIP-TAP funds to monitor projects on SR 12, SR 29, SR 37 and I-80.

Discussion:

Collison Engineering has done an excellent job of monitoring multiple Caltrans' projects in Solano and Napa Counties, including the SR 37 widening in Vallejo, the Jameson Canyon project, the I-80 Auxiliary Lanes project, the I-80 widening project between Vacaville and Dixon, and other projects. The involvement of Collison Engineering has helped keep these projects on track. Project monitoring services are still required, especially during times of fiscal constraints, to ensure projects are proceeding.

STA has been awarded an additional \$110,000 in STIP-TAP funds to continue project monitoring services through December 31, 2004.

Fiscal Impact:

Staff estimates the cost to extend this contract through December 31, 2004 will not exceed \$50,000. With the addition of these funds, the total contract cost is not to exceed \$100,000. The costs will be fully funded through STIP-TAP and will have no impact on the STA General Operations budget. The remainder of the STIP-TAP funds may be used for staff resources dedicated to STIP projects in Solano County.

Recommendation:

Authorize the Executive Director to amend the consultant contract with Collison Engineering for Project Monitoring Services for STIP projects to add an amount not to exceed \$50,000 and extend the contract to December 31, 2004.



DATE: May 6, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Jepson Parkway Funding Update

Background:

The Concept Plan for the Jepson Parkway project proposes a 4-lane roadway connecting Vacaville, Solano County, Fairfield and Suisun City from I-80 at Leisure Town Road to SR12 at Walters Road. The project is divided into 10 segments for design and construction purposes.

This project is one of the four priority projects in Solano County supported by the STA for Federal funding. Two Federal grants were authorized in 1998 in the Federal reauthorization bill for transportation - \$2.35M for Walters Road Widening between Bella Vista Drive and E. Tabor Avenue and \$12.1M for any segment of the Jepson Parkway. The \$12.1M was distributed by the STA Board as follows: \$400K for the Vanden/Peabody Intersection realignment; \$2.2M for Walters Road Extension; and \$9.5M for the I-80/Leisure Town Road Interchange. At the February 2003 Board meeting, the STA Board authorized using all of the Federal earmark funds to move projects to construction if STIP funds are in jeopardy and to ensure that future Federal and STIP funds replace funds moved to other segments.

Three construction projects on the Jepson Parkway have been completed: the extension of Leisure Town Road from Alamo to Vanden; the relocation of the Vanden/Peabody intersection; and improvements to Leisure Town Road bridges.

Discussion:

Two segments of the Jepson Parkway will be ready for construction in FY 2003-04 – the Walters Road Widening (Suisun City) and the I-80/Leisure Town Road Interchange (Vacaville). Both projects have a combination of Federal (TEA-21 Demo), State (STIP) and local funding. Several problems have arisen in the past few months that may impact the available Federal and State funding for these projects.

Federal

According to Caltrans Local Assistance, only 90.5% of the Demo funds authorized are actually available for the project. For example, of the \$2.35M earmark for Walters Road Widening, only \$2.12675M is actually available. This is a result of the way the Federal Government *appropriates* amounts less than they *authorize*. The same holds true for the \$12.1M earmark – only \$10.9505 is actually available. This level of funding is often adjusted through the Realigned Budget Authority (RABA) process of the Federal government. Caltrans Local Assistance is investigating the exact level of federal funding currently available through these two Federal earmarks. The following table shows the impact of the shortfall in Federal funds programmed for both projects.

PROJECT	Federal Funds Programmed	Federal Funds Available (90.5%)	Shortfall in Federal Funds
Walters Road	\$2,350,000	\$2,126,750	\$223,250
I-80/LT Interchange	\$9,500,000	\$8,597,500	\$902,500
		TOTAL	\$1,125,750

Also on the Federal funding, the State must have Budget Authority to authorize the Federal funds. Even though the money is Federal, it flows through the State's coffers and must have Budget Authority (BA). Caltrans has requested Budget Authority for these Federal demo funds, but is unsure whether it will be included in the FY 2003-04 Budget Authority. If it is not included in the BA, a guaranteed Authorization to Proceed (E-76) cannot be issued by Caltrans unless the E-76 is issued by June 30, 2003 (this FY). Solano County and Suisun City are completed the final right-of-way purchase for the Walters Road Widening segment on April 22nd and Suisun City will be ready to request their E-76 for construction before June 30, 2003. Vacaville is diligently pursuing the right-of-way needed for the I-80/Leisure Town Road Interchange and may be able to obtain a construction E-76 by June 30th.

State

Both the Walters Road Widening and the I-80/Leisure Town Road Interchange projects have FY 2003-04 STIP funds programmed for the construction of the projects. Because of the State budget deficit and the CTC action to allocate all potential available STIP funds to FY 2002-03 projects that are ready for construction, STIP funds may be difficult to obtain in FY 2003-04. The CTC is not advancing STIP allocations, so the funds cannot be requested until next fiscal year. The following table shows FY 2003-04 STIP funds programmed for both projects.

PROJECT	2002 STIP Funds Programmed
Walters Road	\$2,150,000
I-80/LT Interchange	\$2,500,000
TOTAL	\$4,650,000

Typical Funding Scenarios

The 'typical' funding scenario for a construction project is to request the E-76 for construction and the allocation for STIP. If Walters Road and the I-80/LT Interchange projects proceed in this manner, the Federal authorization to proceed (E-76) for construction would be requested as soon as all right-of-way has been obtained and certified. The STIP allocation request is made at the same time. For Suisun City, they would request Federal funds of \$1,878,750 from the \$2.35M demo (the remainder after design and right-of-way costs) and \$223,250 from the \$12.1M demo (to make up the shortfall due to 90.5%) in May and receive the E-76 by June 30. The STIP allocation would be requested at the same time and probably meet the August meeting of the CTC (no July meeting). Because projects with Federal funds fall into the current CTC priority #2, it *probably* would get STIP funding if STIP funding is available.

For Vacaville, they would request an E-76 for construction as soon as right-of-way is complete for \$2.8M from the \$12.1M earmark (the remainder from the \$9.5M) and a FY 2003-04 STIP allocation of \$2.5M. Since this project also falls into the current CTC priority #2, it *probably* would get STIP funding if STIP funding is available. Unfortunately for both projects, great uncertainty exists for STIP funds for FY 2003-04.

Alternate Funding Scenarios

An alternate funding scenario is to move projects forward with Federal funds as soon as possible. Since the right-of-way certification for Walters Road is ready, Suisun City could request a Federal authorization of \$4,252,000 (\$1,878,750 from the \$2.35M earmark and \$2,373,250 from the \$12.1M earmark) for construction in May and NO state funds. This amount would cover all of the projected funding needs for this project originally programmed for Federal and State funds, including the \$223,250 shortfall due to only 90.5% of federal funds being available. This scenario will allow the project to proceed to construction this summer.

The City of Vacaville would request the remainder of the Federal funds available from the \$12.1M earmark (\$1,468,500) as soon as right-of-way certification is ready and the full \$4,650,000 from FY 2003-04 STIP funds to fund the construction phase of the I-80/LT Interchange project. The STIP funds will cover the \$902,500 shortfall, \$429,000 “moved” from the Interchange project to the Walters Road Widening project, and \$818,500 of \$1,016,000 additional construction funds needed, based upon the current engineer’s estimate. Since the I-80/LT Interchange project will still need BOTH the Federal funds and the STIP funds, staff recommends this alternate funding scenario for both the Walters Road Widening and the Leisure Town Road projects. One project definitely goes to construction and the other project remains a high priority on the CTC allocation list because of having both Federal and State funds committed to the project. The following table shows the proposed Federal and State funding for the alternate funding scenario.

PROJECT	Federal \$2.35M Funds Available (\$1,878,750)	Federal \$12.1M Funds Available (\$3,841,750)	FY 03-04 STIP Funds Available (\$4,650,000)	Total for Project
Walters Rd	\$1,878,850	\$2,373,250	\$0	\$4,252,000
I-80/LT Rd	\$0	\$1,468,500	\$4,650,000	\$6,118,500

The STA TAC recommended the funding scenario in the above table at the April 30th TAC meeting.

Fiscal Impact:

These projects have no impact on the STA General Operations Budget. They are funded with a combination of Federal, State and local funds.

Recommendations:

Authorize funding for the Walters Road Widening project and the I-80/Leisure Town Road Interchange project as specified in Attachment A.

Attachment

A. Proposed Jepson Parkway Funding

Proposed Jepson Parkway Funding

PROJECT	Federal \$2.35M Funds Available (\$1,878,750)	Federal \$12.1M Funds Available (\$3,841,750)	FY 03-04 STIP Funds Available (\$4,650,000)	Total for Project
Walters Rd	\$1,878,850	\$2,373,250	\$0	\$4,252,000
I-80/LT Rd	\$0	\$1,468,500	\$4,650,000	\$6,118,500



DATE: May 9, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Expenditure Plan for Proposed \$3 Bridge Toll
Legislation – (SB 916)

Background:

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

In 2001, AB 1171 (Dutra) was enacted into state law extending the 2008 repeal date for the \$1 seismic retrofit surcharge for a 30 year period beyond 2008 until the project escalation costs for the Toll Bridge Seismic Retrofit Program are covered. The legislation included a provision that if revenue exceeded the actual cost of the bridge retrofit than MTC would have the authority to program the potential excess funds for projects relieving congestion in the bridge corridors. MTC included provisions for the allocation of these additional funds as part of the adoption of its Resolution 3434 – better known as the Regional Transportation Expansion Plan (RTEP). The I-80/680/SR 12 Interchange (the only highway project) was included as an eligible project if these funds become available. The RTEP was adopted as part of the MTC's adoption of the 2001 Regional Transportation Plan (RTP).

PROPOSED \$3 BRIDGE TOLL

In August of 2002, State Senator Don Perata (Alameda) initiated regional discussions about the potential for adding an additional dollar to the seven State Owned Toll bridges located in the Bay Area. A Senate Select Committee was formed and staffed primarily by its consultant, Ezra Rappaport, held a series of weekly meetings during the months of September, October and November. Under the framework of the Senate Select Committee, Rappaport established a technical/advisory committee comprised of seven county CMAs (all but Napa and Sonoma), the Bay Area's major transit operators, and Caltrans to review and discuss the various projects under consideration. MTC provided staff support to the committee, but the deliberations of the Committee were under the close direction and supervision of the Committee's consultant.

An addition of a \$1 increase on the State Owned Bridges would require approval by the State Legislature and approval by a majority Bay Area voters in 7 of the 9 specified Bay Area Counties, if a nexus to the bridges is adhered to. MTC staff has estimated that a new \$1 bridge toll for the seven State Owned Bridges would generate approximately \$2.4 billion over a 30 year timeframe, with an annual revenue stream of approximately \$125 million.

In November 2002, the STA Board adopted priority projects for proposed \$3 Bridge Toll revenues are as follows:

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

In January 2003, the STA Board adopted specific budget requests for capital and operating for the STA's priority projects for the proposed \$3 Bridge Toll (see attachment A).

Discussion:

On April 17, 2003, Senator Don Perata publicly released the expenditure plan for SB 916. The bill proposes to provide \$1.5 billion to fund 36 specific Bay Area transportation projects, with six directly benefiting Solano County. These six projects generally match the list of projects submitted by the STA to Senator Perata. In addition, operating funds for 14 specific transit services is contained in the bill, including two for Solano County transit services. Thanks to the support of Solano County's state legislative delegation (particularly Assembly Member Patricia Wiggins, a co-sponsor of the bill), the STA's requested amount of funding for capital and operating have been incorporated into the draft language of the bill (attachment B).

In addition to the expenditure plan, SB 916 includes several provisions pertaining to the following:

1. MTC adoption of a "regional transit connectivity plan", for the purpose of identifying and evaluating opportunities for improving transit connectivity, by December 1, 2005.
2. Translink Consortium development of a plan for an integrated fare program (IFP) covering all regional transit trips funded in full or in part by the Bridge Toll funds by July 1, 2007.
3. MTC adoption of a Bay Area Regional Rail Plan for the development of passenger rail services in the San Francisco Bay Area over the short, medium and long term by July 1, 2006.

The Bay Area Regional Rail Plan includes a provision for the establishment of a Steering Committee comprised of representatives from Department of Transportation (Caltrans), Bay Area Rapid Transit District (BART), the Capitol Corridors Joint Powers Board, the Altamont Commuter Express, the California High-Speed Rail Authority, the Metropolitan Transportation Commission (MTC), and Sonoma-Marin Area Rail Transit District (SMART). The bill specifically identifies that CMAs and other agencies as determined by the steering committee can be invited to participate as non-voting members. Caltrain and BART have been identified to provide day to day management and technical support for the development of the plan. Although the bill proposes representation from the Capital Corridor JPB, the entity that provides intercity rail service for seven Northern California counties including Solano, on the steering committee, staff is of the opinion that the Capital Corridor JPB should be on the steering committee, but is not the appropriate transportation planning entity to represent Solano County. This is due primarily to the following factors:

1. The Capital Corridors JPB is responsible for inter-city, not commuter rail service
2. The Capital Corridors JPB is staffed by BART (already a member of the committee)
3. The Capital Corridor JPB Board's 16 representatives include 6 appointed from BART (representing Alameda and Contra Costa), 6 from three counties located in the Sacramento region (Placer, Sacramento and Yolo), 2 from Santa Clara County (appointed by VTA), and 2 from Solano (appointed by STA).
4. Solano County is participating in three separate commuter rail studies (Contra Costa/Solano, Dixon to Auburn, and Solano/Napa) that are outside the current services plans of the list of steering committee appointees.

Staff recommends the STA request an amendment seeking language be added to SB 916 providing the STA with representation on the proposed Steering Committee for the Bay Area Regional Rail Plan. Based on the discussion with staff with VTA, they have a similar interest in having VTA be represented on the steering committee.

Recommendation:

Approve the following:

1. SB 916 (Perata) – Support
2. Request amendment seeking language be added to SB 916 providing the STA with representation on the proposed Steering Committee for the Bay Area Regional Rail Plan

Attachments:

- A. Solano County Projects for Proposed \$3 Bridge Toll Increase (adopted January 2003)
- B. SB 916 (Perata)

BAY AREA PROPOSED BRIDGE TOLL INCREASE - SOLANO COUNTY PROJECTS with \$100M for Interchange

PROJECT	CAPITAL	OPERATIONS
I-80/680 Interchange and I-80 HOV Lanes	100,000,000	
Express Bus/Ferry Infrastructure*	35,000,000	
Commuter Rail/Track Improvements	15,000,000	30,000,000
4th Ferry Boat		30,000,000
Solano Express Bus Service		105,000,000
Express Bus Replacements**		27,000,000
TOTALS	150,000,000	192,000,000

* Assumes \$69M allocated as
\$35M Solano, \$30M CC, \$4M Napa

** Assumes \$60M allocated as
\$27M Solano, \$27M CC, \$6M Napa

Possible Express Bus/Ferry Infrastructure	
Vallejo Intermodal	\$20,000,000
Vallejo Bus Maintenance Fac	\$1,000,000
Benicia Intermodal	\$4,000,000
Fairfield Transit Center	\$2,500,000
VV Transit Center	\$2,500,000
Park and Ride Lots (e.g., Curtola, Red Top, etc.)	\$5,000,000
Subtotal	\$35,000,000

NOTES:

1. Allocates \$30M to ops for 4th Ferry
2. Funds existing express bus replacements from \$27M
3. Funds existing express bus ops from \$105M
4. Does not expand ferry or express bus service

STA Legislative Analysis

Legislation: SB 916

(Introduced by Senator Perata)

Background:

This bill would require Bay Area counties to conduct a special election on a proposed \$1 increase toll collection charged on state-owned toll bridges. Revenue from this bill would be continuously appropriated to the MTC for expenditure on specified projects.

Solano County Impact:

At a press conference held on April 17, 2003, specific projects were listed. Solano county and other related projects are as follows:

- Vallejo Station - \$28 million
- Solano County Express Bus Intermodal Facilities - \$20 million
- I-80/I-680/SR 12 Interchange Improvements - \$100 million
- Capitol Corridor Improvements in I-80 Corridor - \$25 million
- Regional Express Bus (Region Wide) - \$20 million

Support of this bill is in accordance with the STA's 2003 Legislative Priorities and Platform (adopted 1/8/03).

Recommendation:

Staff recommends a support position on SB 916.



DATE: May 6, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Legislative Update

Background:

On January 8, 2003, the STA Board adopted the 2003 Legislative Priorities and Platform document. Each year STA staff monitors state and federal legislation that pertains directly to transportation and related issues.

Discussion:

An updated Legislative Matrix has been prepared for your information (see attachment A).

A summary of new legislative activity:

AB 427 (Longville) – Support

Deletion of 20-year limit on duration of a local transportation sales tax.

Recommendation:

Approve the following:

1. AB 427 (Longville) – Support

Attachments: A. Legislative Matrix –May 2003
B. AB 427 Analysis and Legislation
C. AB 427 Bill Text – Introduced February 14, 2003

***Solano Transportation Authority
2003 Legislative Matrix
May 2003***

State Legislation

State Legislation Bill/Author	Subject	Status	Position
AB 114 (Nakano – Principal Coauthor Wiggins) Vehicles: hybrid vehicles – use of high occupancy vehicle lanes	This bill would authorize a hybrid vehicle, as defined, to be operated upon an exclusive or preferential use lane, regardless of the number of occupants in the vehicle, unless specifically prohibited by a traffic control device.	ASM Referred to the Committee on Transportation	
AB 139 (Corbett) Transportation – needs assessment	This bill would declare the intent of the Legislature that a statewide transportation needs assessment be conducted every 5 years by the Department of Transportation.	ASM	
AB 427 (Longville) Local Transportation Sales Tax: Removal of 20-Year Limit	This bill would delete the 20-year limit on the duration of a local transportation sales tax under the general provisions described above and would instead provide that the tax shall remain in effect for the period of time specified in the tax ordinance that is adopted by the authority and approved by the voters.	ASM Re-referred to Committee on Transportation	
AB 829 (Salinas) Regional Planning – San Francisco Bay Area	This bill would state findings and declarations of the Legislature concerning regional planning efforts in the San Francisco Bay area.	ASM	Watch
AB 1409 (Wolk) Vehicles: vehicle length limitation	This bill would delete the exception to the exclusion as to the buses that exceed 40 –foot length limitation, excluding the device, or on any bus having a device on the rear of the bus for transporting bicycles.	ASM Referred to the Committee on Transportation (hearing canceled at the request of the autor)	Support
ABX1 8 (Oropeza) Transportation	This bill would express the intent of the Legislature to implement reductions in the Budget Act of 2002 relating to transportation programs.	ASM Budget	
ACA 7 (Dutra) Transportation: Sales and Use Tax	This bill would authorize a county, a city and county, <i>local transportation agency</i> , and a regional transportation agency, notwithstanding any other provision of the California Constitution, to impose an additional sales and use tax for a period of 20 to 30 years, as specified, at a rate of 0.5% exclusively for transportation purposes within the jurisdiction	ASM Referred to Committee on Transportation	Support

	of the county, city and county , <i>local</i> or regional transportation agency if the additional tax is approved by 55% of the voters of the jurisdiction voting on the proposition to impose the tax. This measure would require the revenues derived from these taxes to be deposited in the Local Transportation Infrastructure Account, which would be created in the State Transportation Fund. The measure would require the State Board of Equalization to collect and administer the tax revenue. The measure would require moneys in the account that were collected in each county, city and county , <i>local</i> or regional transportation agency, less administrative costs and refunds, to be allocated by the State Board of Equalization to the county, city and county , <i>local</i> or regional transportation agency imposing the tax, and to be used for specified transportation purposes. (Amended 3/19/03)	and the Committee on Elections, Redistricting and Constitutional Amendments (hearing canceled at the request of the author)	
ACA 9 (Levine) Local governmental taxation: special taxes and general taxes: voter approval	This bill would change voter approval requirements to authorize a city, county or special district, but not a school entity under certain circumstances, to impose a special tax with the approval of a majority of its voters voting on the tax, and authorize a city or county to impose a general tax with the approval of 2/3 of the voters of the city or county voting on the tax.	ASM Referred to Committees on Local Government and Elections, Redistricting and Constitutional Amendments (hearing date 4/30/03)	Watch
SB 91 (Florez) Intercity Rails Service	This bill, effective January 1, 2004, would transfer all of the duties and responsibilities of the department relative to intercity rail passenger service to the High-Speed Rail Authority. The bill would also require the authority to conduct a review of all programmed intercity rail projects that have not received an allocation of state funds as of that date and to only proceed with the implementation of projects that are determined by the authority to be complementary to the planned high-speed rail service.	SEN Transportation (hearing postponed by committee)	Watch
SB 170 (Torlakson) San Francisco Bay Area Infrastructure Planning	This bill would state the intent of the Legislature that cities, counties, and regional agencies in the San Francisco Bay Area Begin a constructive dialog about regional infrastructure planning.	SEN Committee on Rules	Watch
SB 367 (Sher) Vehicles: maximum length: exceptions	This bill would delete the provision prohibit the specified folding device from being used on a bus that exceeds 40 feet in length, exclusive of the device, or on a bus having a device for transportation of bicycles attached to the rear of the bus.	SEN Committee on Transportation	Support
SB 541 (Torlakson) Motor vehicle fuel license taxes: use fuel taxes	This bill would require that the state's motor vehicle fuel tax be indexed for inflation beginning in January 2004 and in future years, as well as to capture changes in the Consumer Price Index since 1990. This bill would also raise the tax in the amount necessary to replace any suspended funding transfer to the Traffic Investment Fund or reductions from the Traffic Congestion Relief Fund.	SEN Committee on Transportation (failed in committee)	Watch

<p>SCA 2 (Torlakson) Local government – transportation and smart growth</p>	<p>This bill would authorize a city, a county, a city and county, a local transportation authority, or a regional transportation agency, as defined, with the approval of a majority of its voters voting on the proposition, to impose a special tax for the privilege of selling tangible personal property at retail that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services and smart growth planning (25%). (Amended 2/20/03).</p>	<p>SEN To third reading (File date 4/21/03)</p>	<p>Watch</p>
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STA Legislative Analysis

Legislation: AB 427

(Introduced by Assembly member Longville).

Background:

Existing law authorizes a county board of supervisors to create a transportation authority to impose a sales tax ordinance for not more than 20 years if the tax is adopted by a 2/3 vote.

This bill would delete the 20-year limit on the duration of a local transportation sales tax under the general provisions described above and would instead provide that the tax shall remain in effect for the period of time specified in the tax ordinance that is adopted by the authority and approved by the voters.

Solano County Impact:

If the decision is made to move toward a sales tax measure for transportation in Solano County, this could provide Solano County with flexibility regarding the direction of the measure.

Recommendation:

Staff recommends a support position on SB 427.

BILL NUMBER: AB 427 INTRODUCED
 BILL TEXT

INTRODUCED BY Assembly Member Longville

FEBRUARY 14, 2003

An act to amend Section 180201 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 427, as introduced, Longville. Local transportation sales taxes.

The Local Transportation Authority and Improvement Act generally authorizes a county board of supervisors to create or otherwise designate a transportation authority in the county that may impose a transportation sales tax for not more than 20 years if the tax ordinance is adopted by a 2/3 vote of the authority and if the ordinance is subsequently approved by a majority of the voters. Existing law also authorizes approval of transportation sales taxes for specific jurisdictions in a similar manner. However, the California Supreme Court has held that a transportation sales tax measure is a special tax that requires approval by a 2/3 majority of the voters pursuant to Proposition 62 of 1986.

This bill would delete the 20-year limit on the duration of a local transportation sales tax under the general provisions described above and would instead provide that the tax shall remain in effect for the period of time specified in the tax ordinance that is adopted by the authority and approved by the voters.

Vote: majority. Appropriation: no. Fiscal committee: no.
 State-mandated local program: no.

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

SECTION 1. Section 180201 of the Public Utilities Code is amended to read:

180201. A retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of a county may be imposed by the authority in accordance with this chapter and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, if the tax ordinance is adopted by a two-thirds vote of the authority and imposition of the tax is subsequently approved by a majority of the electors voting on the measure at a special election called for that purpose by the board of supervisors, at the request of the authority, and a county transportation expenditure plan is adopted pursuant to Section 180206.

A retail transactions and use tax approved by the electors shall remain in effect for ~~not longer than 20 years, or any lesser~~ the period of time specified in the tax ordinance. The tax may be continued in effect, or reimposed, by a tax ordinance adopted by a two-thirds vote of the authority and the reimposition of the tax is approved by a majority of the electors.



DATE: May 6, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Co-sponsor of RTP Outreach

Background:

Every two to three years, MTC prepares an update to the Regional Transportation Plan (RTP). Earlier this year, MTC released a schedule for the 2005 RTP. As part of the planning process, MTC will hold public workshops and has requested the Congestion Management Agencies partner with MTC to encourage maximum public participation.

Discussion:

A number of key issues have been identified for the next RTP including transit/local roads shortfalls, the expanded Transportation for Livable Communities (TLC)/Housing Incentives Program, transportation-land use-smart growth issues, goods movement, older Americans mobility, safety and security measures, and air quality issues.

MTC has developed a public involvement strategy that sets forth suggested guidelines for congestion management agencies to use in seeking comment on local issues and proposed projects that will be submitted to MTC (Attachment A).

To officially kick-off the 2005 RTP, MTC has scheduled a 2005 RTP Transportation Summit entitled "Transportation 2030: Getting From Here To There." It will be held on Saturday, June 14, 2003 at the Palace Hotel in San Francisco from 8:00 a.m. to 4:00 p.m. (Attachment B). MTC has requested each of the CMAs to designate two Board members (who are not MTC Commissioners) to attend and participate in this summit.

Another major component of the RTP is the development of 25-year revenue projections to identify all potential federal, state, regional and local transportation funds expected over the next 25 years. Based on these assumptions, various regional, countywide and local transportation projects are identified as either "Track 1" with fairly certain revenue sources or "Blueprint" projects that usually require a special ballot measure or a legislative action for funding to occur (Attachment C).

Fiscal Impact:

None

Recommendation:

Approve the following: 1. STA's sponsorship of 2005 RTP Transportation Summit and 2. Designate two STA Board members to participate in the 2005 RTP Transportation Summit to be held on June 14, 2003 in San Francisco.

- Attachment:
- A. MTC 2005 Regional Transportation Plan
 - B. Draft Agenda for the 2005 RTP Transportation Summit
 - C. 2005 RTP Revenue Projection Assumptions



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Memorandum

TO: Bay Area Transportation Interests

DATE: April 9, 2003

FR: Steve Kinsey, Chair

RE: Early Dialogue: 2005 Regional Transportation Plan

Background

As representatives from some of the major stakeholder organizations — and from MTC's partner agencies — that were involved in the last Regional Transportation Plan (RTP) update, you have been invited here today to begin a dialog on MTC's approach to the 2005 plan. Before we begin, however, it is important to review the last effort so that we can continue to improve our process and plan. Recommendations from an evaluation of the public involvement process for the 2001 plan included the need for MTC to:

1. Better integrate public outreach involving MTC and county congestion management agencies,
2. Begin the next RTP update process earlier, and
3. Seek consensus on criteria that will be used to select projects, programs and alternatives *before* the plan development process begins.

Key RTP Issues

A number of key issues from the 2001 RTP will require more attention this time around. These include:

- Transit/local street and roads shortfalls: There continues to be a debate on the appropriate level of regional financial commitment to these basic rehabilitation needs (i.e., establish a standard for what types of rehabilitation/replacement activities are regionally significant and therefore eligible for regional capital funding).
- Transportation for Livable Communities (TLC)/Housing Incentives Program (HIP): The 2001 RTP resulted in a tripling of the overall program and creation of a local program. The 2005 plan update will address follow-up issues, such as: funding levels between TLC and HIP, coordination between regional and local programs, and focus areas/criteria for regional and local programs.
- Lifeline Transportation Network: The 2001 RTP defined a preliminary lifeline transit system, and the Bay Area has received significant federal fund support for MTC's Low Income Flexible Transportation (LIFT) program. The Commission will need to address funding priorities and options to fill gaps in the lifeline transit network.

- **Smart Growth:** As a result of the recently concluded regional smart growth effort, the 2005 RTP will reflect the Association of Bay Area Governments alternative growth projections.
- **Performance Measures:** State law now requires MTC to adopt specific performance measures to assess new 2005 RTP Track 1 projects. A working group is already meeting to assist MTC with this task.

In addition to the points above, new issues have emerged that must be addressed as part of the 2005 RTP. These include:

- **Goods movement:** The 2001 RTP was not able to address the issue in detail due to limited time and lack of data on regional goods movement. A Regional Goods Movement Study, undertaken by MTC and other partner agencies, will allow goods movement needs to be addressed in a comprehensive and systematic manner.
- **Older Americans mobility:** MTC recently completed the Older Americans Study, which considers the implications of an aging population for transit, driving, bicycling and walking. The study makes numerous suggestions that will be considered in the 2005 RTP.
- **Safety and security measures:** This issue is likely to be prominently featured in the next federal transportation reauthorization legislation, particularly in setting investment strategies for airports, seaports and mass transit systems. In addition, pedestrian safety is a growing local concern.
- **Air quality plan update:** The region's 2001 Ozone Plan will be updated concurrently with the 2005 RTP. We will need to coordinate outreach efforts for the Ozone Plan update and the 2005 RTP update. In addition, the new ozone plan will establish a revised conformity budget for the 2005 RTP.
- **Energy:** While energy policy is set mainly at the national level, the RTP will examine how local and regional actions could affect energy use for transportation.
- **Bicycles:** The 2001 RTP established a regional bicycle network. Identifying regional and local funding levels and sources of revenue for this network is a challenge for the 2005 RTP update.
- **Other:** The list above represents the issue areas identified to date. This process and our overall public outreach effort is intended to bring forward other subjects as well.

I look forward to your early and continuing involvement in helping MTC to craft the best possible long-range transportation blueprint for our region. Attached are some materials to help guide our discussions.

**Proposed 2005 RTP
Public Involvement Strategy
Phase I**

Transportation RTP Summit

When: June 14, 2003
Sponsored by MTC with possibly a media co-sponsor
Purpose: to kick off overall development of 2005 RTP; to begin to frame policy discussions and initiatives that will be the focus of this RTP debate regarding amount of funds for regional needs compared to local needs in the RTP

Joint workshops to continue discussion on regional and local financial estimates

- MTC Commissioners
- Partnership Board
- Advisory Council/MTC advisory committees

When: Sept., Oct., Nov. 2003

MTC holds additional meetings with various interest groups to further explore summit issues; ask them to participate at joint workshops

- CBOs (low income, minority)
- Bikes, Freight, Others

When: July, August, Sept. 2003

MTC conducts telephone poll
Sept. 2003

December 2003: MTC adopts financial estimates and projected distribution in the RTP

Phase II

Congestion Management Agencies seek comment on local issues and proposed projects

- Utilize existing meeting structures to seek out public comment
- Conduct public meetings per guidelines provided by MTC to get additional comment; subject to available funds, MTC may provide grants to CMAs to engage non-profit agencies and Title VI communities
- MTC to participate in meetings

When: Jan. 2004 thru May 2004; some counties may have started earlier

MTC conducts public involvement for regional issues

MTC continues dialogue as required on regional issues

When: Jan. 2004 thru May 2004

CMAs submit project lists to MTC in May 2004

No outreach activity from June 2004 through August 2004, while MTC completes technical analysis on proposed investment packages; considers and responds to all input

Phase III

Reconvene Partnership and stakeholders in Sept. 2004
 Draft RTP released in Sept. 2004

- Use this forum to tie together everything that has happened since the Transportation Summit in mid-2003
- Explain/take comment on the Draft RTP

MTC adopts RTP in Jan. 2005

Call Ellen Griffin, MTC Legislation and Public Affairs
510/464-7854, or e-mail: egriffin@mtc.ca.gov
with suggestions, comments

**Draft CMA Guidelines
2005 Regional Transportation Plan
Phase II Public Involvement Strategy**

The Metropolitan Transportation Commission (MTC) is committed to having the congestion management agencies as full partners in development of the *Regional Transportation Plan (RTP)*. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public involvement process. Federal regulations call for active outreach strategies in any metropolitan planning process, but opportunities for the public to get involved are especially important with the RTP.

Below are guidelines for congestion management agencies to use in seeking comment on local issues and proposed projects that will be submitted to MTC for inclusion in the 2004 RTP.

Time frame: Jan. 2004 through May 2004

CONDUCT OPEN, INCLUSIVE AND ACCESSIBLE MEETINGS

1. Hold an appropriate number of public meetings to adequately cover the major population centers and sub-areas in your county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.
2. Involve board members in the public meetings. Make every effort to encourage board member attendance and participation in the public meetings.
3. All meetings should be at a location that will encourage attendance by a wide range of interested citizens; the locations should be accessible by public transit. Some of the public meetings should be during non-business hours.
4. CMAs should consider getting on the agenda of regularly scheduled meetings of community-based organizations, or partnering with community based organizations to co-sponsor a meeting in targeted communities. If you are consulting a group whose primary language is not English, provide for translation services as appropriate.
5. Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take final action.
6. In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.
7. Make a concerted effort to publicize your meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities. At a minimum, publicize the meetings using news releases widely distributed to large and small media outlets. Consider buying display ads in certain newspapers. Consider having community groups distribute flyers. Consider using the Internet to announce the meetings.

PROVIDE ALTERNATIVE WAYS TO COMMENT

8. Provide alternative ways for the public to offer comment, outside of attending public meetings.

Consider utilizing one or more of these options:

- a. Post on your Web site the information presented at the public meetings, and solicit feedback via the Web from those who are unable to attend meetings.
- b. Encourage local newspapers or other media outlets to devote news and editorial coverage of your meetings and process. Consider working in partnership with a newspaper to include a reader survey that can be mailed back to you.

EDUCATE THE PUBLIC USING PLAIN LANGUAGE

9. Provide clearly written materials for people not versed in transportation jargon. This material should include a discussion of what is in play in your county with respect to RTP project submittals, including any competing alternatives. MTC can provide materials that set the context for the RTP.

DOCUMENT PROCESS AND TRACK COMMENTS

10. Document how your agency consulted a range of stakeholders and interest groups, including individuals in low-income and minority communities, and then summarize the comments received. Also show how your agency used the comments to influence decisions; or, conversely, why your board members opted for a different outcome. Include this information with your candidate project submittals to MTC. The MTC Commission will review this documentation when it considers county recommendations for inclusion in the RTP.

DRAFT AGENDA for the 2005 RTP Transportation Summit**Date:** June 14, 2003**Location:** Palace Hotel, San Francisco**“Transportation 2030: Getting From Here to There”****8:00 AM – 9:00 AM Registration**

Opening General Session

9:00 AM – 9:20 AM Welcome by Steve Kinsey (20 minutes)

Process (the role of MTC, county Congestion Management Agencies and other Partners)

Keypad polling

9:20 AM – 10 AM Guest Speaker (40 minutes): TBD**10:00 AM – 10:10 AM Break for 10 minutes****10:15 AM – 11:30 AM General Session: National Panel (75 minutes, including Q&A) —**
put transportation issues and MTC in a national context

- Anne Canby, Surface Transportation Policy Project (*invited*)
- Jeff Squires, Senate Environment & Public Works Committee (*accepted*)
- Bob Poole, with the Reason Foundation (*accepted*)
- Moderator: Martin Wachs (*accepted*)

11:30 AM – 1:00 PM Lunch served, plus Media Panel (Media Panel to start around 12:15 pm)**1:00 PM – 1:30 PM General Session: Steve Heminger (30 minutes, including Q&A)**

Financial Assumptions; also include local and regional fund estimates; set the context for the afternoon break-out sessions (could possibly unveil new interactive RTP page on MTC Web site)

1:30 PM – 1:40 PM Break/walk to break-out sessions (10 minutes)**1:40 PM – 2:30 PM Break-out Session – participants pick 1 of 4 sessions to attend (50 min.)**

Topics have been assigned under the RTP goals, which are combined to spread out interest (1) equity and environment, (2) safety, (3) mobility and economic vitality and (4) community vitality.

2:30 PM – 2:40 PM Break/ return to main theater (10 minutes)**2:40 PM – 4 PM General Session in main theater; distribute remaining time (80 minutes) between:**

Reports from each break-out session; ask for other comments;

Keypad polling on various RTP issues/Next steps (Steve Kinsey)

4:00 PM Adjournment



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 30, 2003

FR: Li Zhang

RE: 2005 RTP Revenue Projection Assumptions

Staff is in the process of developing the 25-year revenue projections for the 2005 RTP. The preliminary projections will be presented at the 2005 RTP Transportation Summit scheduled for June 14, 2003 in San Francisco.

Staff has recommended a set of revenue projection assumptions (see attached tables) and would like to have the Partnership Technical Advisory Committee's initial feedback on those assumptions.

Revenue Assumptions:

Listed below are general 2005 RTP revenue assumptions:

- The time period covered will be FY2004-05 to 2028-29
- Constant 2004 dollars will be used. While real growth rate will be used to project the revenue for most of the fund sources, nominal growth rate will be applied to funds such as excise gas tax, Service Authority for Freeway and Expressways (SAFE) funding, etc. Those funds will then be deescalated by the 3.5 percent inflation factor mentioned in the following assumption.
- Staff recommends a 3.5 percent inflation rate for the 25-year time period. While 3.5 percent inflation seems high during this recession, it is conservative when a rolling average for actual data from 1951 to current day is analyzed.
- As with past RTPs, we are currently not including explicit increases in the federal or state gas taxes. However, prior federal and state gas tax increases do provide the basis for the recommended annual growth assumptions for STP/CMAQ and STIP funds.
- As with past RTPs, Track 1 revenues will include all those funds that are currently available to the region. New revenue sources, such as sales tax rollovers, increased bridge tolls, or regional gas taxes are not currently considered Track 1 revenues. However, if some of these measures are approved by November 2004, there is time in the RTP schedule to include newly authorized revenue and associated projects in Track 1 as necessary.

To highlight a few of the more significant assumptions, MTC is proposing a 2 percent growth rate for federal-aid highway funding and 4 percent growth rate for Federal Transit Administration funding based on a review of historic growth rates for the past twelve years. For local sales tax funds, MTC is proposing to use the low estimate of growth provided by the Center for the Continuing Study of the California Economy (CCSCE). In the 2001 RTP, MTC used the moderate growth assumptions prepared by CCSCE so we are proposing a more conservative level in this RTP.

Next Steps:

Staff will present the preliminary revenue projections for the 2005 RTP at the May 27th PTAC meeting. The projections will then be presented at the Transportation 2030 Summit, which subsequently provides a basis for further discussion during the summer and fall with the Commission and Partnership. Because of the volatility of the local revenues, the uncertainty of the federal revenues pending reauthorization and the state budget crisis, the 2005 RTP schedule allows the opportunity for minor updates to the revenues projection through the end of 2003.

If you have any suggestions or comments before our meeting, please contact me at 510-464-7806, or lzhang@mtc.ca.gov. We look forward to your comments and feedback as we proceed on revenue projection development.

Attachment 1

TABLE 1-1: 2005 RTP BASELINE REVENUE PROJECTION ASSUMPTION

REVENUE SOURCE	REVENUE PROJECTION ASSUMPTIONS FOR 2005 RTP
FEDERAL	
New Starts	Base Year: FY2002-03 Data Source: FTA Growth Rate: 4% nominal, 0.5% real, and Bay Area's share is 7% of the national total based on historic trend Assumption Base: Based on historic growth rate over ISTEA and TEA-21
Fixed Guideway Program	Base Year: FY2002-03 Data Source: FTA Growth Rate: 4% nominal, 0.5% real Assumption Base: Based on historic growth rate over ISTEA and TEA-21 period
Urbanized Area Formula (Capital)	Base Year: FY2002-03 Data Source: FTA Growth Rate: 4% nominal, 0.5% real Assumption Base: Based on historic growth rate over ISTEA and TEA-21 period
Bus & Bus Facilities Program	Base Year: FY2002-03 Data Source: FTA Growth Rate: 4% nominal, 0.5% real, and Bay Area's share is 2% of the national total based on historic trend Assumption Base: Based on historic growth rate over ISTEA and TEA-21
Surface Transportation Program	Base Year: Average fund during TEA-21 Period Data Source: FHWA Growth Rate: 2% nominal, -1.5% real Assumption Base: Based on historic growth rate over ISTEA and TEA-21 period
CMAQ Program 2005 RTP	Base Year: Average fund during TEA-21 Period Data Source: FHWA Growth Rate: 2% nominal, -1.5% real Assumption Base: based on historic growth rate over ISTEA and TEA-21 period
TEA Fund	Base Year: Average fund during TEA-21 Period Data Source: FHWA and Caltrans Growth Rate: 2% nominal, -1.5% real Assumption Base: Based on historic growth rate over ISTEA and TEA-21 period and Caltrans distribution formula
Bridge/Safety Program	Base Year: 160 million for FY2002-03, Estimates from Caltrans Data Source: Caltrans Growth Rate: 2% nominal, -1.5% real growth Assumption Base: Based on information from Caltrans
STATE	
SHOPP	Base Year: FY2003-04 Data Source: Caltrans SHOPP Report Growth Rate: SHOPP program increase 3.5% annually after FY2005-06 Assumption Base: 2002 SHOPP report and the 2000 Ten-Year SHOPP Plan
RTIP County Shares	Base Year: FY2003-04 Data Source: Caltrans Growth Rate: Based on Information from Caltrans Assumption Base: 1998, 2000 and 2002 STIP Fund Estimate, Bay Area receives an average of 17.3% of the State total RTIP funds
Proposition 42 RTIP	Base Year: 2003-04 Data Source: Caltrans' Nov. 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and state budget adjustment
Interregional Road/Intercity Rail - (ITIP)	Base Year: FY2003-04 Data Source: Caltrans Growth Rate: Based on Information from Caltrans Assumption Base: 1998, 2000 and 2002 STIP Fund Estimate, Bay Area receives an average of 16.8% of the State total ITIP funding
Proposition 42 ITIP	Base Year: FY2003-04 Data Source: Caltrans' Nov. 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and state budget adjustment
State Transit Assistance - PUC 99313	Base Year: FY2002-03 State Budget Data Source: Caltrans' Nov. 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and State budget adjustment
Prop. 42 STA Population-Based	Base Year: FY2003-04 Data Source: Caltrans' Nov. 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and State budget adjustment

Table for PTAC-BASELINE

Attachment 1

REVENUE SOURCE	REVENUE PROJECTION ASSUMPTIONS FOR 2005 RTP
State Transit Assistance – PUC 99314	Base Year: FY2002-03 State Budget Data Source: Caltrans' Nov. 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and State budget adjustment
Proposition 42 STA Revenue-Based	Base Year: FY2003-04 Data Source: Caltrans' Nov. 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and State budget adjustment
REGIONAL	
BATA Toll Revenues	Base Year: FY2002-03 Data Source: MTC BATA Model Growth Rate: Based on traffic volume data from BATA model Assumption Base: zero traffic volume growth at the Bay Bridge, and 0.5% traffic volume growth on all other state-owned bridges
AB 1107 ½ cent sales tax in three BART counties.	Base Year: FY2002-03 Data Source: CCSCE (Center for Continuing Study of California Economy) Growth Rate: 6.08% nominal, 2.58% real Assumption Base: Using the same growth rate as the taxable sales growth forecast from CCSCE
Service Authority for Freeway and Expressways (SAFE)	Base Year: FY2002-03 Data Source: DMV & Caltrans' Nov, 2002 "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on change of vehicle stock growth, population & auto ownership per household of the Bay Area Assumption Base: Assume the \$1 registration fee for the SAFE program stays flat all the 25-year period
LOCAL	
Transportation Development Act (TDA).	Base Year: FY2002-03 Data Source: CCSCE Growth Rate: 6.19% nominal, 2.69% real Assumption Base: Using the same growth rate as the taxable sales growth forecast from CCSCE
1/2 cent sales tax for transit and existing 1/2 local option sales taxes	Base Year: FY2002-03 Data Source: CCSCE/County Transportation Authority Growth Rate: CCSCE growth rate/County specific estimates Assumption Base: Information from CCSCE/County Transportation Authority
Gas Tax Subventions	Base Year: FY2003-04 Data Source: Caltrans' Nov. 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' Nov. 2000, long-term travel and fuel forecast. Assumption Base: Data from Caltrans
Proposition 42 Augmentation to Local Streets and Roads	Base Year: FY2003-04 Data Source: Caltrans' Nov. 2002, "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on Information from Caltrans' report Assumption Base: Based on the specified distribution formula and State budget adjustment
Property Tax	Base Year: FY2002-03 Data Source: Each operator Growth Rate: Based on operators' estimates Assumption Base: Operators specific assumptions
Local Streets and Roads	Base Year: FY2002-03 Data Source: Each county Growth Rate: Based on counties' estimates Assumption Base: County specific assumptions
Golden Gate Bridge	Base Year: FY2002-03 Data Source: GGHTD Growth Rate: GGHTD's estimates Assumption Base: GGHTD's specific assumptions
Transit Fare Revenues	Base Year: FY2002-03 Data Source: Each operator Growth Rate: Based on operators' estimates Assumption Base: Operators specific assumptions
General Fund/ Parking Revenue (MUNI)	Base Year: FY2002-03 Data Source: MUNI Growth Rate: MUNI's estimates Assumption Base: MUNI's specific assumptions

Table for PTAC-BASELINE

Attachment 2

TABLE 1.2: 2005 RTP BLUEPRINT REVENUE PROJECTION ASSUMPTION

Revenue Source	Assumptions for Revenue Projections
FEDERAL	
<i>No new federal sources over baseline.</i>	
STATE	
High Speed Rail Bond	Total of \$438 million fund for various Bay Area operators based on information from the bill
5 cent Statewide Gas Tax Increase	Base Year: FY2002-03 Data Source: Caltrans' Nov, 2002 "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on fuel consumption growth data from Caltrans Assumption Base: Caltrans' fuel consumption forecast
REGIONAL	
5 cent Regional Gas Tax	Base Year: FY2002-03 Data Source: Caltrans' Nov, 2002 "California Motor Vehicle Stock, Travel, and Fuel Forecast" Growth Rate: Based on fuel consumption growth data from Caltrans Assumption Base: Caltrans' fuel consumption forecast
3rd Dollar Bridge Toll Funds	Base Year: FY2002-03 Data Source: MTC BATA Model Growth Rate: Based on traffic volume data from BATA model Assumption Base: Zero traffic volume growth at the Bay Bridge, and 0.5% traffic volume growth on all other state-owned bridges
LOCAL	
Sonoma Marin Rail District Tax Measure	Base Year: FY2004-05 Data Source: SMART Growth Rate: Based on SMART's estimates Assumption Base: Information from SMART
Rollover of the existing 1/2 local option sales taxes	Base Year: FY2002-03 Data Source: CCSCE/County Transportation Authority Growth Rate: CCSCE growth rate/County specific estimates Assumption Base: Information from CCSCE/County Transportation Authority
New 1/2 local option sales taxes	Base Year: FY2002-03 Data Source: CCSCE/County Transportation Authority Growth Rate: CCSCE growth rate/County specific estimates Assumption Base: Information from CCSCE/County Transportation Authority
New Santa Clara County Tax Measure	Base Year: FY2002-03 Data Source: CCSCE/County Transportation Authority Growth Rate: CCSCE growth rate/County specific estimates Assumption Base: Information from CCSCE/County Transportation Authority
ACA 11	Base Year: FY2006-07 Data Source: State Legislature Growth Rate: Based on Code Assumption Base: \$237.5 million for transportation purpose the first year then grow based on code



DATE: May 7, 2003
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Formation of Local Funding Subcommittee

Background:

In 2001, the STA Board convened a Local Funding Subcommittee to examine short-term and long-term options and recommendations for funding a range of priority transportation projects in Solano County. On September 12, 2001, the STA Board approved a series of recommendations developed by the Board's appointed Local Funding Subcommittee. These included:

1. Authorize the development of a Countywide Expenditure Plan for Transportation;
2. Authorize the Executive Director to enter into an agreement with Smith, Kempton & Watts for consultant services for an amount up to \$60,000 for a 14 month period beginning on September 13, 2001; and
3. Authorize the Executive Director to enter into an agreement with Nossaman, Guthner, Know & Elliott, LLP to provide legal advice and services for an amount up to \$35,000 for a 14 month period beginning on September 13, 2001

On April 10, 2002, the STA Board approved another series of recommendations developed by the Local Funding Subcommittee that included establishment of a Local Transportation Authority (LTA) to develop and administer the County Transportation Expenditure Plan, the creation of a sales tax ordinance, and approval of the necessary consultant contracts to assist STA staff in the development of the plan. In the November 2002 election, 60% of Solano County voters supported the ½ cent county sales tax measure for transportation (Measure E), but the measure failed to achieve the necessary 66.7% threshold for passage.

Discussion:

On March 12, 2003, the STA Board approved hiring a consultant team (Smith & Watts, Max Bessler, and Jim Mohr) to perform an independent assessment of the expenditure plan, ordinance, public information effort, and election results, and to provide the Board with a series of recommendations pertaining to future efforts to pursue a new expenditure plan/sales tax measure in 2004. D. J. Smith's (Smith & Watts) report is scheduled to be presented to the Board in July. In April 2003, D. J. Smith attended the STA Board meeting, provided a presentation of his proposed scope of work, and answered individual questions from the Board Members. One of Mr. Smith's initial requests (and supported by the Executive Committee and staff) is to form a Board subcommittee to provide a forum/process for the consultant and staff to dialogue and receive input and direction on a more frequent and timely basis. Staff recommends the Board authorize the STA Chair to reform and appoint the Local Funding Subcommittee to perform this

task and to task them with the ultimate responsibility for providing the STA Board with the recommendation, or series of recommendations, regarding if, when, and how the STA should pursue placing another local transportation measure before Solano County's voters.

Fiscal Impact:

It is estimated that the formation of this subcommittee will cost less than \$500 and will be covered by the STA Board expenses portion of the budget.

Recommendation:

Approve the following recommendations:

1. Authorize the STA Chair to reform and appoint the members of the Local Funding Subcommittee.
2. Direct the Local Funding Subcommittee to coordinate with the Executive Director and the Project Consultant to assess the Measure Expenditure Plan, sales tax ordinance, public information, and election results; and
3. Request the Local Funding Subcommittee provide the STA Board, no later than the Board meeting of September 2003, with a recommendation pursuant to whether the STA should pursue placing a half-cent sales tax measure for transportation on the ballot for the November 2004 general election.



DATE: May 6, 2003
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: MTC/STA Transportation/Land Use Work Plan for FY 2003/04, FY2004/05 and FY2005/06

Background:

Over the past several months, STA staff has worked with MTC and the Bay Area CMA Association to develop an expanded MTC/CMA Transportation/Land Use Work Plan. On March 31, 2003, the Bay Area CMA Association forwarded the proposed work plan to MTC for their consideration. The proposed list of MTC/CMA work tasks has been discussed with the STA Board on several occasions. On April 9, 2003, the STA Board approved the following recommendations:

1. Authorizing the Executive Director to enter into an agreement with MTC for an integrated transportation and land use work plan for an annual amount of \$150,000 in regional transportation planning funds.
2. Directing staff to finalize the draft MTC/STA Transportation/Land Use Work Plan for FY 2003/04, 2004/05 and 2005/06 in conjunction with the Solano City and County Planner's Group and Alternative Modes Subcommittee.

On April 11, 2003, MTC's Planning and Operations Committee reviewed the proposed expanded MTC/CMA Transportation-Land Use Work Plan and adopted MTC staff's recommendation to forward the Work Plan to MTC's full Commission Board with a recommendation to approve. The MTC/CMA Work Plan was adopted by the Commission on April 23, 2003.

Discussion:

STA staff has prepared a draft MTC/STA Transportation/Land Use Work Plan for FY 2003/04, FY 2004/05 & FY 2005/06 (see attachment C). This work plan incorporates the comments and concerns provided by the Solano City and County Planner's Group, Solano City Manager's Association, and Solano Mayor's Conference, and provides an implementation plan for several items identified in the STA's FY 2002/03 and FY 2003/04 Priority Projects and highlighted in the Alternative Modes Element of the Comprehensive Transportation Plan. The Work Plan was recently presented to the STA TAC and the SolanoLinks intercity Transit Consortium for input. A final version of the Work Plan is expected to be presented at the STA Board meeting on June 11, 2003.

Fiscal Impact:

None. This work plan will be funded with \$150,000 of additional federal STP Planning funds from MTC.

Recommendation:

Informational.

Attachments:

- A. MTC/CMA Work Plan approved by MTC's Planning and Operations Committee on April 11, 2003
- B. Summary of Comments Provided by Solano City and County Planners
- C. Draft MTC/STA Transportation/Land Use Work Plan for FY 2003/04, FY 2004/05 & FY 2005/06

MTC/CMA Transportation/Land Use Work Plan
Scope of Work
 (dated 3/31/03)

I. Scope of Work

The following work tasks are intended to facilitate the integration of transportation and land use planning within the Bay Area's nine counties, and between the nine CMA's county transportation plans and MTC's RTP, by providing the nine Bay Area Congestion Management Agencies with the resources necessary to further develop and implement the Bay Area's transportation/land use policies, programs and projects. The following is intended to be a menu of options. Each CMA will develop its county program in collaboration with MTC.

1. Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP)
 - Develop and administer Countywide TLC and HIP Plans and Countywide TLC and HIP Programs, including identifying Candidates Projects for Countywide and Regional TLC/HIP Funds.
 - Provide technical support to local jurisdictions to support development of TLC/HIP projects, applications and grant submittals.
 - Develop transportation infrastructure program that supports affordable housing and transit-oriented development (such as participating in the development of Future Study Measure 5 pertaining to Enhanced HIP/Station Access Program).
2. Smart Growth Policy Development and Program Implementation
 - Development of Best Practices or "toolkits" designed to promote and implement downtown and transit-oriented developments, station plans and multi-modal corridors within each county including promoting land uses that support intermodal bus facilities, bus routes, vanpools/carpools, ferry and rail services.
 - Development of countywide TLC/Transit Oriented Development (TOD) conferences/workshops/training to foster, encourage and implement TLC/TOD programs and projects.
 - Review and comment on new proposed local general plans, general plan amendments, vision plans, strategic plans, specific plans and downtown revitalization/redevelopment plans.
 - Work with MTC to define and develop appropriate modeling tool for determining impact of transit oriented development.

- Recommend various TLC and housing incentives and best practices, such as bicycling, pedestrian, ridesharing, transit and transit-oriented improvements.

3. Resolution 3434

- Development and/or funding of corridor and local concept plans consistent with Resolution 3434 transit corridors and transit corridors identified in county transportation plans.
- Coordination with MTC and project sponsors on Transit Oriented Development (TOD) opportunities and development of TLC and/or HIP candidate projects that will advance transit oriented development and related projects supporting Resolution 3434 and county transit corridor plans investments.

4. Mitigation

- Develop plans and programs to mitigate transportation-related impacts. These could include activities related to countywide traffic impact fees and local ordinances to promote and encourage more ridesharing and transit usage, and mitigation banks.
- Reassessment of CMP responsibilities and tasks for those counties where none currently exist.

Dan Christians

From: Daryl Halls [dkhalls@sta-snci.com]
 Sent: Tuesday, February 25, 2003 8:52 AM
 To: Dan Christians
 Subject: RE: Comments on Transportation Land Use Work Plan Mtg. w City-County Planners

-----Original Message-----

From: Dan Christians [mailto:dchristians@sta-snci.com]
 Sent: Tuesday, February 18, 2003 6:59 PM
 To: Daryl Halls
 Subject: Comments on Transportation Land Use Work Plan Mtg. w City-County Planners

Daryl:

As requested, here are my notes from the City and County Planners Group meeting we attended last Thurs., 2-13:

- **North Bay Counties**: There was general concurrence that the four North Bay counties usually stay together on matters like the proposed TLC Work Plan and the changes in density and transit criteria that had been endorsed by the planners group last month on the regional Housing Incentives Program (HIP)
- **Comments on General Plans - Work Plan Item #5**: Planners were only OK with STA commenting on the transportation elements of a General Plan if its at the request of city (like was requested by the City of Rio Vista on their new General Plan). Additional explanatory language was requested to further define the purpose of this item. Some planners wanted to make sure that any such STA comments were provided in such a way that they couldn't be easily used against cities or the county by anti-growth groups.
- **Housing Needs Allocation delegation - Work Plan Item #10**: There was some general opposition to the STA getting involved in the partial or full delegation of housing needs allocations based on the concern that this could cause a possible adversarial relationship between the cities, county and STA. Some of the planners felt that this may be better left at a regional level.
 However at least one or two planning directors indicated that, if there was a good proactive partnership with the local jurisdictions, there could be some merit with STA or another countywide group (i.e.. council of mayors) taking on such a role at the request of the cities. This would require the agency having the technical tools, local knowledge, and additional resources necessary to help cities and county better identify the potential problems and/or develop viable alternative allocations to avoid placing too many low and very low housing units in those jurisdictions that can not as easily absorb them.
- **Technical Assistance** - There was general support of the STA providing additional technical assistance and/or having additional planning resources (particularly for the smaller cities), to help them package applications for TLC type funding for planning and capital grant purposes.
- **Economic Incentives** - An interest was expressed about the need to be able to program more of these federal funds to create new economic incentives that result in more job growth in Solano County and thereby create a better balance of jobs vs. housing. The HIP and the TLC program are based more on housing and transit-oriented developments rather than job growth. No particular incentives were suggested.
- **Population Projections** - Because of the STA's countywide perspective and its role of having to use the ABAG's population - housing - jobs projections as input to the Countywide Travel Demand Model, there was overall support for having the STA work with the cities and county to coordinate comments on future draft ABAG projections.

Draft

Transportation/Land Use Program
MTC/STA Three Year Work Plan
2003-04 through 2005-06
 (Revised 5-6-03)

On-Going Services

- Hire/train a planner to assist the Assistant Executive Director/Director of Planning coordinate and administer the Comprehensive Transportation Plan update and the countywide Transportation for Livable Communities (TLC), Housing Incentives Program (HIP) and Enhancements program for Solano County and serve as a liaison to MTC's regional TLC/HIP program.
- Provide technical support and workshops for local jurisdictions to support development of TLC/ HIP/Enhancements projects, applications and grant submittals.
- At the request of the local jurisdiction, review and provide suggested strategies on proposed new transportation-related projects of general plans, general plan amendments, vision plans, strategic plans, specific plans, transit-oriented developments and downtown revitalization/redevelopment plans.
- Provide countywide comments on regional projections for population, housing and jobs and integrate data into countywide travel demand model.
- In conjunction with member agencies, work towards development of a standardized, countywide Geographic Information System (GIS) transportation-land use database in co-ordination with the countywide travel demand model.

2003-04

- Update the Solano Comprehensive Transportation Plan including current needs assessments, phasing, cost estimates, funding and implementation strategies.
- Develop a countywide TLC/HIP Plan with updated candidate projects and incorporate into Comprehensive Transportation Plan.
- Develop TLC/HIP/Enhancements program guidelines, eligible activities and an allocation plan for countywide TLC/HIP/Enhancements funds for the first cycle(s) of TEA-3.
- Refine, distribute and follow-up on the implementation of the "Best Practices" or "toolkit" effort to promote and implement downtown and transit-oriented developments, station plans and multi-modal corridors within Solano County including promoting land uses that support intermodal bus facilities, bus routes, vanpools/carpools, ferry and rail services.
- Complete the I-80/680/780 Transit Corridor Plan and incorporate various HOV, ridesharing, TLC and transit capital improvements, and new and expanded transit stations/hubs and park and ride facilities into the overall corridor plan and the Intercity Transit Element of the Comprehensive Transportation Plan in support of MTC Resolution No. 3434.
- Participate in the Old Cordelia TLC planning study and incorporate recommendations from that study into the Comprehensive Transportation Plan, Countywide Bicycle Plan,

Countywide Trails Plan and/or the I-80/680/12 interchange project where appropriate and feasible.

2004-05

- In conjunction with STA member agencies, research and develop a proposed traffic impact fee mitigation program to implement significant transportation projects.
- In conjunction with participating member agencies, develop a Corridor Concept Plan for the I-80/680/12 North Connector project.
- Update the Jepson Parkway Corridor Concept Plan once the Draft Jepson Parkway EIR/S is completed.

2005-06

- Develop a TLC Corridor Concept Plan for the proposed South Parkway as part of the I-80/680/12 interchange project once the proposed alignments and alternatives in the Draft EIR/S are further advanced.
- Implement a traffic impact fee and environmental mitigation program if deemed appropriate by the STA Board to implement remaining unfunded portions of significant transportation projects.
- Assess the results and work products of the initial years of the work plan and update the TLC plan and program guidelines as needed for programming of later cycles of the TLC/Enhancement funds.



DATE: April 1, 2003
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
Sorel Klein, SNCI Commute Consultant
RE: California Bike to Work Week Update (May 12 – 16)

Background:

May 12-16, 2003 marks the ninth annual California Bike to Work campaign. Bike to Work (BTW) Day is Thursday, May 15th. The goal of this campaign is to promote bicycling as a commute option by encouraging individuals to first pledge to bike to work (or school or transit) at least one day during Bike to Work Week. Prizes, energizer stations, and participant rewards are just some of the methods of encouragement. Last year over 400 individuals participated in Bike to Work in Napa and Solano counties. Region wide last year, about 30% of new riders continued biking to work after Bike to Work Week.

STA's Solano Napa Commuter Information (SNCI) program is organizing the campaign in Solano and Napa counties. Campaign planning has been underway for months. Staff has been participating in regional Bike to Work campaign planning meetings and coordinating locally with both the Solano and Napa Bicycle Advisory Committees.

Discussion:

To get the message out about the California Bike to Work campaign, SNCI outreaches to employers, the bicycle community, and the general public. State and regional materials and prizes have been incorporated and localized as needed. Local sponsors add value and increase interest in the campaign.

Over 300 employers in Napa and Solano have received Bike to Work campaign packets. These packets include a sample pledge card, poster, materials order form, employer tips, promotion coordinator feedback form, Bike Commuting in Napa and Solano pamphlet, and Commuter Bicycle Incentive information. The campaign is the major kick-off of the Solano Commuter Bicycle Incentive program. Employers have begun to follow up with requests for additional materials and follow up calls will be made to other employers.

Bike to Work pledge cards will be distributed through not only employers, but via direct mail, at events, displays, and newspapers. Last year's participants were sent a letter and pledge card encouraging their participation and a friend's participation. SNCI staffed a booth at the Solano Bicycle Classic and distributed BTW pledge cards at a variety of events. The pledge card was an insert into the Daily Republic/Tailwind and the Napa Valley Register the first weekend in May. Web pages were added to STA's website so that individuals may register on-line as well as learn of energizer station locations.

Articles and advertisements were placed into several community publications including the Grapevine, Breeze, Round Up, and Napa Valley Marketplace. Radio spots will run in May on KUIC and KVYN. KUIC has also generously donated prizes that may be used by teachers to encourage bicyclists under 18 years old to bicycle to school. SNCI has contributed to MTC's regional press release as well as created a local press release.

Eight energizer stations will be hosted by various businesses and organizations in Solano and Napa counties. The Metropolitan Transportation Commission (MTC), who is organizing this year's campaign throughout the Bay Area, has sponsored the purchase of Bike to Work musette bags which have traditionally been given away at energizer stations with additional giveaway items and bicycle information. SNCI program staff coordinates the distribution from MTC to the various local energizer stations ranging from Dixon to Calistoga.

Local sponsorships have been sought and once again the local community has been very supportive. In Solano, Ray's Cycle in Fairfield and Vacaville as well as Fisk's Cyclery in Dixon are donating prizes and discount coupons. In addition, they will host energizer stations on Bike to Work Day. Authorized Bicycle in Vallejo will offer a prize and discount coupons. Body Renew and Massage in Fairfield has donated a gift certificate, which will be offered to employer coordinators as an incentive to encourage their employees' participation. Several other businesses in Napa have generously agreed to donate prizes as well.

All Napa/Solano Bike to Work participants will receive a registrant thank-you packet. This will include discount coupons generously donated for this campaign from participating local bicycle shops. Bicycle maps and other materials will also be included.

With the campaign planning completed to date and the concentrated outreach in the weeks ahead, a successful Bike to Work 2003 campaign is expected.

Fiscal Impact:

None

Recommendation:

Informational.



DATE: May 6, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Transportation Funding Priorities

Background:

At a special meeting on March 12, 2003, the CTC announced that only \$1.8B would be available for new allocations for both STIP and SHOPP projects through June 30, 2004. They projected that \$600M would be allocated in the last half of FY 2002-03 (through June 30, 2003), and \$600M in each half of FY 2003-04. The total estimated need just for FY 2002-03 is \$1.375 billion (\$625M in SHOPP and \$750M in STIP). Additionally, the CTC announced that \$400M of the \$600M to be allocated in FY 2002-03 would be for SHOPP projects in order to meet statutory requirements for highway maintenance and safety. Caltrans has developed a ranking procedure to help them determine which SHOPP projects will be recommended for allocations. The remaining \$200M would be allocated to STIP and TEA projects throughout the State.

By mid March, the CTC had received allocation requests totaling \$186,461,000 in the four highest priority categories that would be ready for the April 3, 2003 CTC meeting. The Bay Area had only \$260,000 in projects of the \$186M (\$200,000 for Jepson Parkway and \$60,000 for Napa Planning, Programming and Monitoring (PPM) fund.

Discussion:

Due to great concern from MTC and other Regional Transportation Planning Agencies that projects ready for construction will not be funded, the CTC took a very bold move at the April 3rd meeting to place additional needed funding on projects that are ready to go. They agreed to allocate \$400M more for STIP projects this fiscal year (a total of \$600M) than they announced at their meeting on March 12th. These additional allocations should allow the Bay Area's \$125M of projects to receive allocations on schedule and proceed to construction, thus supporting the Bay Area economy with significant construction projects.

Of particular importance to Solano County is the I-80 Auxiliary Lanes project (\$14.3M in STIP funds, \$8.306M in SHOPP funds). STA, Caltrans District 4 and Headquarters Caltrans staff met with CTC staff on April 28th to advocate for the project to ensure all actions and deadlines were on track for a May allocation. With a tremendous effort by Caltrans District 4 and support from Headquarters Caltrans, this project has been placed on the May 22nd CTC agenda for full allocation that will allow the project to go to bid this summer.

Also at the April 3rd meeting, the CTC agreed to dedicate the next \$800M in allocations to SHOPP projects, \$400M between July and December and \$400M between January and June.

The CTC will revisit this issue in June, when Caltrans will provide new forecasts for the next FY 2003-04.

Although the CTC decision to move projects forward has positive benefits to the region, it does have potential negative impacts for FY 2003-04. If the CTC allocates all of next year's STIP dedicated funding (they will allocate now in May and June the \$200M that would have been allocated between July and December and the \$200M that would have been allocated between January and June 2004), there may be no additional allocations for FY 2003-04 projects. Additionally, the CTC only committed to allocations for mitigation, projects with other funds at significant risk of being lost, and capacity increasing construction. The CTC did not, and likely will not, allocate to support needs, or non-capacity increasing construction projects. Although two important FY 2003-04 Solano County Jepson Parkway projects fall into the "funds at significant risk" category (the Walters Road Widening and the I-80/Leisure Town Road Interchange), STIP funds may not be available for these projects if the CTC does not allocate funds for STIP projects in FY 2003-04.

The CTC has not acted on how to address the needs of projects funded through the Traffic Congestion Relief Program (TCRP) other than to stop all new allocations. Although the TCRP projects managed by STA (I-80/680/12 Interchange and North Connector environmental studies) have been fully allocated and continue on schedule, the Jameson Canyon project has been delayed by Caltrans' decision to suspend through the end of FY 2002-03 the contracts with consultants that have assisted with the environmental studies for the Jameson Canyon project. Although \$4.1M in TCRP funds have been allocated for the environmental studies, it is unknown at this time if these consultant contracts will be reinstated in FY 2003-04 or whether Caltrans can continue the environmental studies with Caltrans personnel.

The Jameson Canyon project is critical to congestion relief in the I-80/I-680/SR12 Interchange area. The environmental phase for the Jameson Canyon will identify the type of interchange that will be needed at SR 12 and Red Top Road, the future connection point for the North Connector to SR 12 west. Additionally, the Jameson Canyon project will improve one of the two critical corridors between Solano County and Napa County. Because of the importance of the Jameson Canyon to passenger and goods movements between Solano and Napa Counties and the impact on the I-80/I-680/SR12 Interchange projects, continuation of the environmental phase of the Jameson Canyon project is imperative either by Caltrans (in-house or through consultants) or by STA and Napa County if the allocated TCRP funds can be transferred from Caltrans to a CMA.

Fiscal Impact:

Unknown at this time.

Recommendation:

Informational.



DATE: May 6, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Cordelia Truck Scales Relocation Study-Status Report

Background:

The Truck Scales located on I-80 between Suisun Valley Road and SR 12 (East) were evaluated as part of the study of the I-80/I-680/SR12 Interchange that was completed in late 2001. This initial phase of studying the Truck Scales was completed by Korve Engineering and documented in the *Truck Scale Data Collection and Analysis – Technical Memorandum*, dated July 26, 2001. This technical memorandum addressed the existing facility and the anticipated shortfalls with future traffic and formed the basis for estimating the impacts upon freeway and local roadway improvements within the I-80/I-680/SR12 Interchange area. Because of the significant costs (\$200+M) to reconstruct the facilities and provide the necessary ramp structures for proper weaving and merging of traffic within the I-80/I-680/SR12 Interchange area, the STA determined that the potential relocation of the Truck Scales should be evaluated.

The Cordelia Truck Scales Relocation Study is being conducted as part of the preparation of the Environmental Documents and Project Report for the I-80/I-680/SR12 Interchange. A joint venture of Mark Thomas Company/Nolte Engineering (MTCo/Nolte) is conducting the Interchange environmental process. Korve Engineering is conducting the Cordelia Truck Scales Relocation Study as a subconsultant to MTCo/Nolte.

Discussion:

The location of the existing truck scales is ideal from an enforcement standpoint because it “captures” truck traffic from three major corridors (I-80, I-680 and SR12) with one set of scales. However, the existing facilities are outdated and of inadequate size to process the current peak truck volumes, much less the 70% increase expected in future truck volumes. Constructing new scales in the Interchange requires significant improvements to ramp structures to accommodate trucks entering and leaving the scales and significantly increases the costs of improvements to the I-80/I-680/SR12 Interchange.

Constructing the scales east of the interchange results in a need for more than one set of scales. If scales on I-80 are moved to a location between SR12 (east) and I-505, at least two sets of scales are needed – one set to capture traffic on I-80 and one set to capture traffic on SR12. If the scales on I-80 are moved east of I-505, three sets of scales are needed to capture truck traffic on I-80, SR12 and I-505.

Korve Engineering has completed the first two phases of the Cordelia Truck Scale Relocation Study. The first phase identified all sites within Solano County that could physically accommodate a truck scale. A total of 24 candidate sites were identified (see Attachment A). These 24 sites were further evaluated for significant environmental problems and the general effects upon freeway operations. This evaluation narrowed the candidate sites to 11 sites (see Attachment B). This completed the first phase (Tier 1) analysis.

In the Tier 2 analysis, the 11 candidate sites were further screened for specific geometric requirements, traffic operations, additional environmental impacts, and compatibility with local land use. The Tier 2 analysis recommended 8 candidate sites for further study. These sites are identified in the following table and are shown on Attachment C.

	<i>Tier 2 Site Name</i>	<i>Location</i>
1	80EB-1	I-80 – Suisun Valley to SR12E
2	80WB-1	I-80 – Suisun Valley to SR12E
3	80EB-2	I-80 – N. Texas to Lagoon Valley
4	80WB-2	I-80 – N. Texas to Lagoon Valley
5	80EB-3	I-80 – Midway to Dixon
6	80WB-3	I-80 – Midway to Dixon
7	12EB/WB-1	SR 12 – East of Branscome (Combined EB/WB truck scales)
8	505NB/SB-1	I-505 – Allendale to Wolfskill (Combined NB/SB scales)

An analysis of future traffic volumes on SR12 and I-505 determined that a single truck scales on each of these roadways could handle the projected truck volumes in both directions for the respective roadway; therefore, only one site is shown on each of these roadways.

The eight candidate sites identified in the Tier 2 analysis are currently being evaluated for capital and life cycle operational costs.

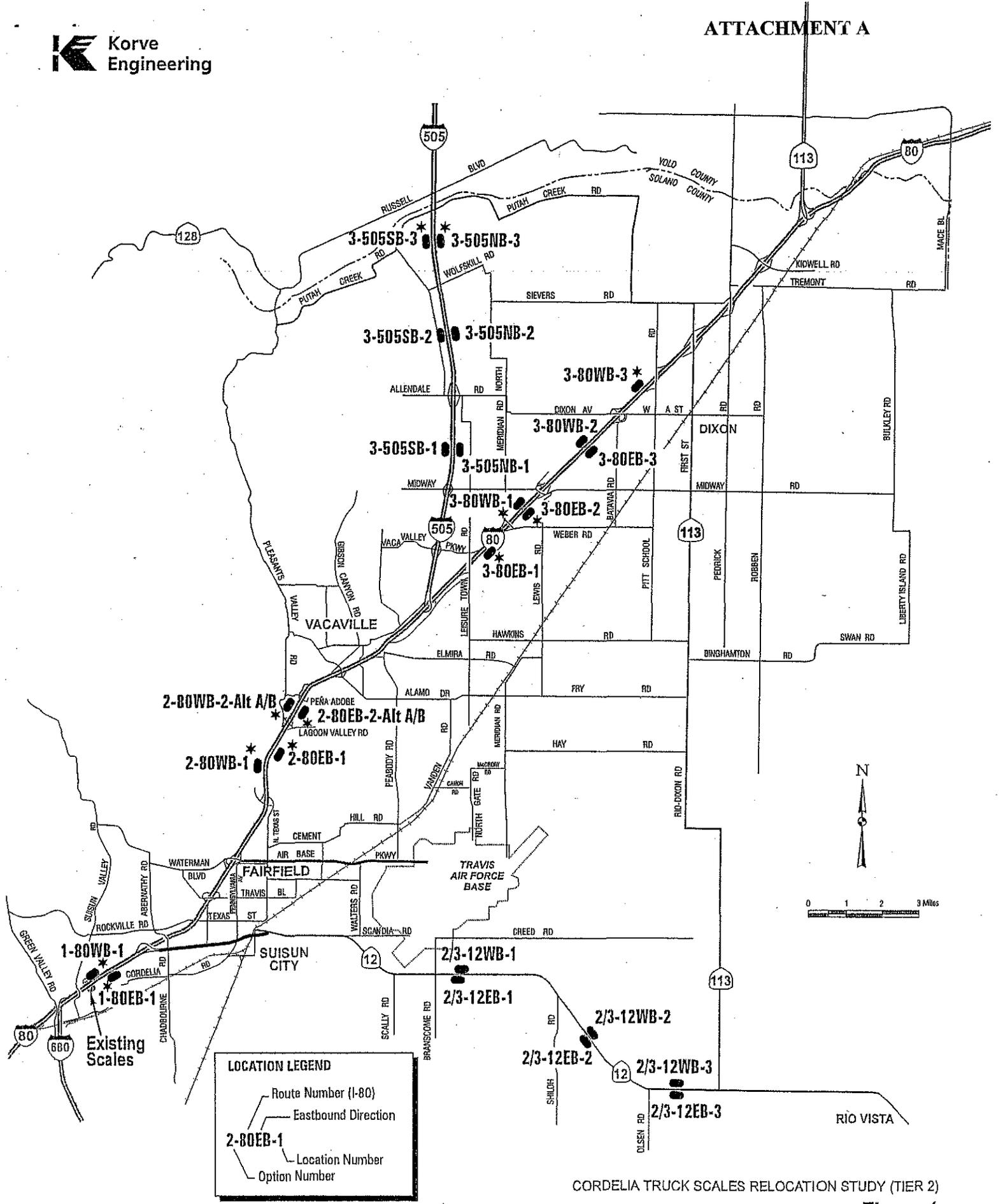
The City of Fairfield and the City of Vacaville have expressed significant concerns regarding four of the candidate sites identified in the Tier 2 analysis. The City of Fairfield identified significant operational problems resulting from the scales remaining in the I-80/I-680/SR12 Interchange area (80EB-1 and 80WB-1). Attachment D identifies the City of Fairfield concerns. The City of Vacaville identified inconsistency with the Vacaville General Plan and conflicts with planned development for 80EB-2 and 80WB-2. Attachment E identifies the City of Vacaville concerns. These concerns and other issues raised by local agencies will be an integral part of the continuing evaluation process.

STA continues to work with the local agencies, Caltrans District IV, Caltrans Headquarters, and the California Highway Patrol to complete the technical analysis of the Cordelia Truck Scales Relocation Study. After the technical portion of the study is completed, a final analysis involving all stakeholders will be required to determine the most feasible location for truck scales in Solano County.

Recommendation:
Informational.

Attachments

- A. Tier 1 Candidate Sites
- B. Tier 1 Short-Listed Sites
- C. Tier 2 Candidate Sites
- D. City of Fairfield Letter
- E. City of Vacaville Letter



LOCATION LEGEND

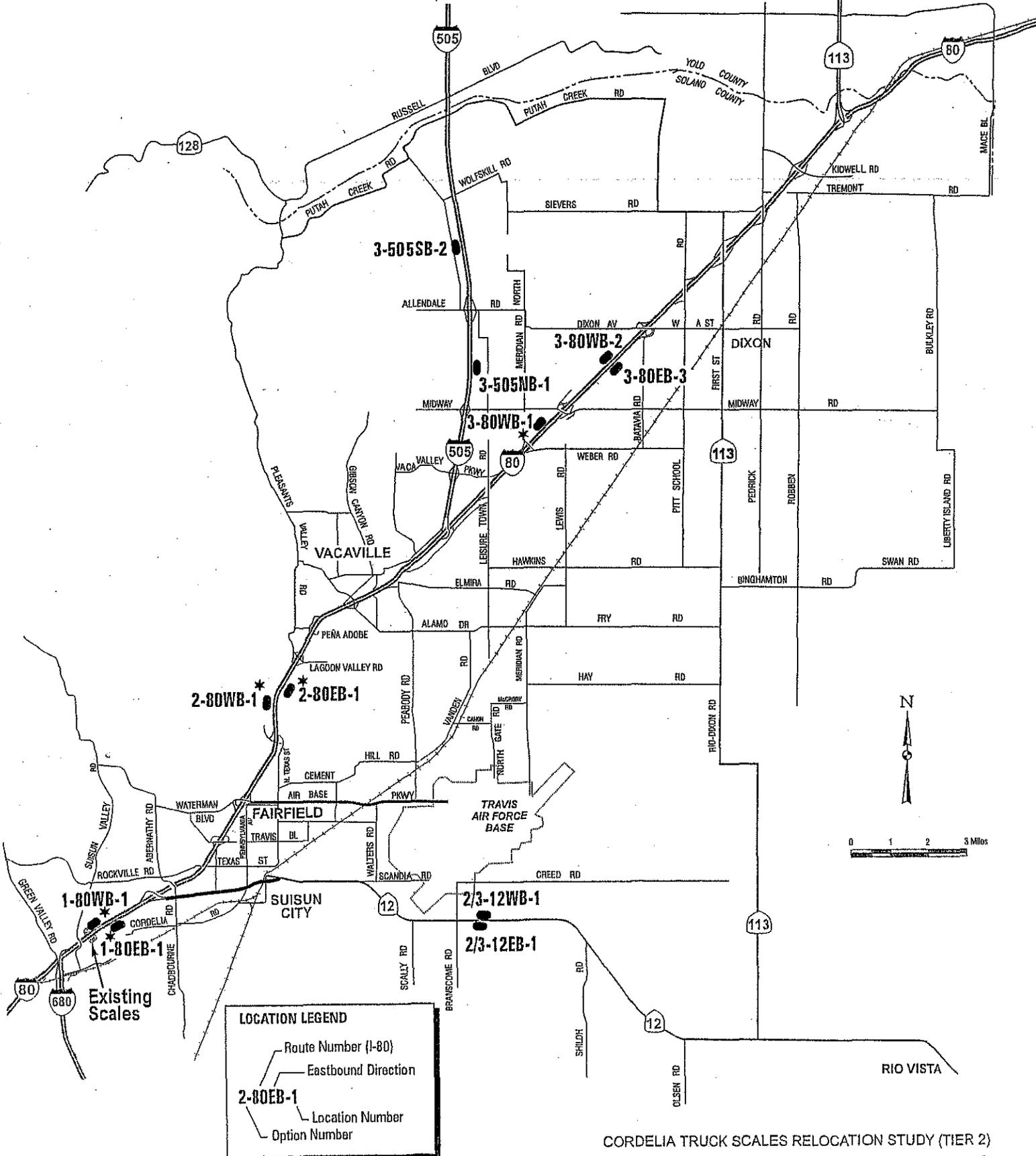
- Route Number (I-80)
- Eastbound Direction
- 2-80EB-1
- Location Number
- Option Number

* Requires Braiding / Interchange Reconstruction

CORDELIA TRUCK SCALES RELOCATION STUDY (TIER 2)

Figure 1

TIER 1 CANDIDATE SITES



LOCATION LEGEND

- Route Number (I-80)
- Eastbound Direction
- 2-80EB-1
- Location Number
- Option Number

* Requires Braiding / Interchange Reconstruction

CORDELIA TRUCK SCALES RELOCATION STUDY (TIER 2)

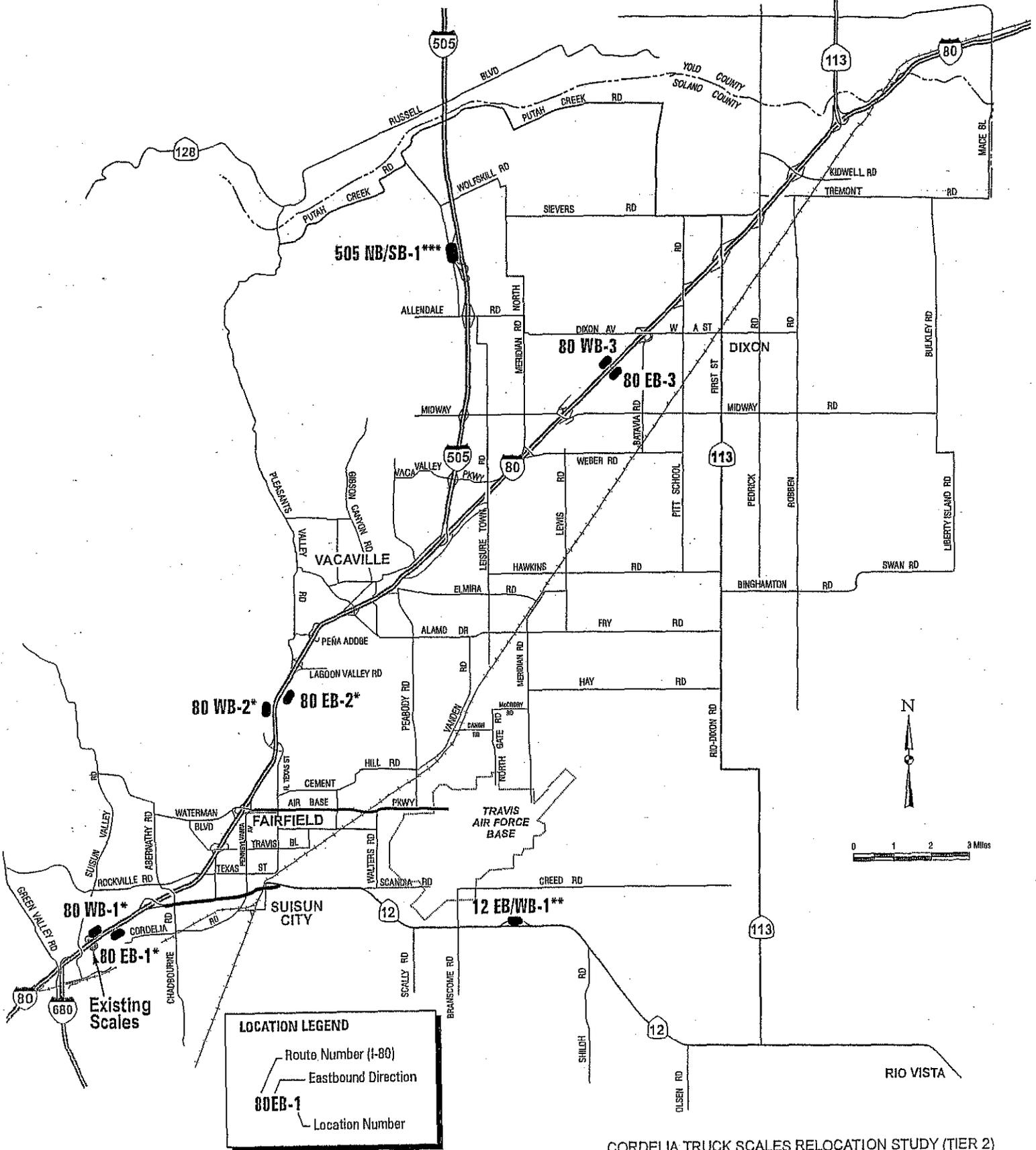
Figure 2

TIER 1: SHORT-LISTED CANDIDATE LOCATIONS

SOURCE: Cordelia Truck Scales Relocation Study
Potential Candidate Sites - Tier 1 Evaluation

Potential Location Rev. 5/01

11



CORDELIA TRUCK SCALES RELOCATION STUDY (TIER 2)

Figure 3

TIER 2: CANDIDATE SITES

- * Requires Braiding / Interchange Reconstruction
- ** Combined EB/WB truck scales on SR 12
- *** Combined NB/SB truck scales on I-505



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CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

707.428.7635
FAX 707.426.3298

Department of Public Works

March 7, 2003
Revised March 12, 2003

COUNCIL

Mayor

Karin MacMillan
707.428.7395

Vice-Mayor

Harry T. Price
707.429.6298

Councilmembers

707.429.6298

Jack Batson

John English

Marilyn Farley

...

City Manager

Kevin O'Rourke
707.428.7400

...

City Attorney

Greg Stepanich
707.428.7419

...

City Clerk

Gina Merrell
707.428.7384

...

City Treasurer

Oscar G. Reyes, Jr.
707.428.7497

DEPARTMENTS

Community Services

707.428.7465

...

Finance

707.428.7496

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Fire

707.428.7375

...

Human Resources

707.428.7394

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Planning & Development

707.428.7461

...

Police

707.428.7551

...

Public Works

707.428.7485

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

Subject: Cordelia Truck Scales Relocation Study

Dear Mr. Halls:

We have completed our review of the Cordelia Truck Scales Relocation Study and want to go on record as opposing the Option 1 Alternative. The Option 1 Alternative reconstructs the Cordelia Truck Scales in the vicinity of the existing location, between Suisun Valley Road and State Route 12 (E). This letter has been revised to add items 7 and 8 listed below.

Our opposition to Option 1 is based on the following facts:

1. It adds approximately \$300 million to the cost for improving the Interstate 80/ Interstate 680/State Route 12 Interchange Project.
2. Interstate 80, at this location, has the highest traffic volume of any facility in Solano County, both today and in the future.
3. The high traffic volume at this location makes it an inappropriate site for truck scales because of the large number of trucks entering and exiting the freeway.
4. The operational characteristics of all the proposed alternatives for the Interstate 80/Interstate 680/State Route 12 Interchange Project is reduced due to the complexity of the trucks entering and exiting the truck scales.
5. Access and use of the local interchanges and the local street system is more difficult because vehicles entering and exiting are further removed from their intended destinations. This added distance is caused by the additional collector/distributor lengths required to support braiding of the truck scale ramps.

MAR 14 2003

6. Bus transit and ridesharing (e.g. carpools and vanpools) use for both the local street system and the freeway are less attractive due to the access problems discussed in item 5 above.
7. It eliminates two existing ramps at the I80/Abernathy Road Interchange which causes failure to the Hwy 12/Chadbourne Road Interchange, and has a significant impact on traffic circulation for both the county and city, as discussed below. The two ramps that are eliminated are the westbound I-80 on-ramp (Ramp X) and the eastbound I-80 off-ramp (Ramp Y).
 - a) Elimination of Ramp X will cause the total interchange of Hwy 12/ Chadbourne Road to fail due to the inadequate left turn stacking length which will block one of the northbound Chadbourne Road through lanes.
 - b) Elimination of Ramp Y will cause failure (LOS F) of the Hwy 12/ Chadbourne Road Interchange Eastbound off-ramp.
 - c) Elimination of both Ramps X and Y will have a significant impact to traffic circulation for both the county and the city in this area.
8. It increases the right-of-way required for the I-80/I-680/SR12 Interchange Project by approximately 50 acres, or more than 125 feet additional widening on both sides of I-80, between I-680 and SR12 (East). This additional widening will remove a significant amount of existing commercial development and impact future commercial development as shown in the City's General Plan.

Please call me at 707-428-7632 if you have any questions or need additional information.

Sincerely Yours,



Morris L. Barr
Deputy City Manager

cc: Kevin O' Rourke, City Manager
Mike Duncan, Solano Transportation Authority
Hans Korve, Korve Engineering
Denny Leung, Korve Engineering
Mike Lohman, Mark Thomas & Co.
Dale Dennis, PDM
Charlie Jones, Solano County Transportation
Paul Weiss, Solano County Transportation
Sean Quinn, Director of Planning and Development

COUNCIL MEMBERS
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RISCHA SLADE
STEVE WILKINS



ATTACHMENT E

FEB 13 2003

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

February 10, 2003

Department of Public Works
Traffic Engineering Division

Denny Leung/Hans Korve
Korve Engineering
155 Grand Avenue, Suite 400
Oakland, CA 94612

**SUBJECT: CORDELIA TRUCK SCALES RELOCATION STUDY
(Korve Project #102102x0)**

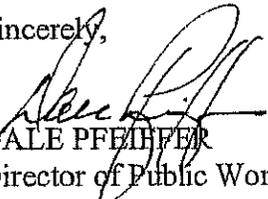
Dear Denny and Hans:

The City of Vacaville has reviewed the candidate sites of the Cordelia Truck Scales Relocation Study, revised January 14, 2003, and has prepared this response based on your letter dated January 22, 2003.

The only acceptable sites for the Truck Scale Relocation would be east and north of Midway Road, as shown on Figure 13. All other proposed sites, shown on Figure 5, 6A, 6B, 11, and 12, conflict with the Vacaville General Plan or Policy Plans for future commercial zones, gateway/view corridors, historical and park significance, and interchange/frontage road modifications.

Please present our preferred alternative (Figure 13) at the Caltrans Preliminary Evaluation PDT meeting on February 11, 2003.

Sincerely,


DALE PFEIFFER
Director of Public Works

c: Ron Rowland, Community Development Director/Assistant City Manager
Larry Emerson, City Planner
Gian Aggarwal, Deputy Director of Public Works/Transportation
Mike Duncan, STA
D. Dennis, PD Management Group
Mike Lohman, Mark Thomas & Co.

DEPARTMENTS: Area Code (707)

www.cityofvacaville.com

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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DATE: May 6, 2003
TO: STA Board
FROM: Mike Duncan, Director of Projects
RE: Highway Project Status Report

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

Background:

The State budget deficit may potentially impact important transportation projects in Solano County. In December, the governor recommended that transfers from the General Fund to the Transportation Congestion Relief Program (TCRP) be suspended for the remainder of FY 2002-03 and for all of FY 2003-04. The TCRP funds the I-80/I-680/SR 12 environmental studies, the purchase of a ferry, and local streets and roads improvements. Other than to stop all new allocations, the California Transportation Commission (CTC) nor the State Legislature has addressed the TCRP. Currently, reimbursements are being made for projects that have previously received allocations (e.g., the Interchange and North Connector projects). However, Caltrans has suspended consultant contracts for TCRP projects managed by Caltrans (Jameson Canyon in Solano and Napa Counties) even if funds have been allocated.

The CTC resumed allocations for SHOPP and STIP projects at their April 3rd meeting (see related STA Board item on Transportation Funding). The total funds available for allocation are significantly less than need for FY 02-03 and FY 03-04.

Discussion:

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The current State budget deficit potentially jeopardizes projects receiving State funding. The status of funds for the following projects could change depending on actions by the Legislature and governor and policies developed by the CTC for allocation funds from the State Highway Account.

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 Environmental

Scoping Meeting is scheduled for May 12th at Rodriguez High School in Fairfield. A transportation "open house" will be held in conjunction with the scoping meeting to provide the public information on all projects in the vicinity of the Interchange project. The study to evaluate the truck scales relocation is also included in this project and is underway (see related STA Board item on the Cordelia Truck Scales Relocation Study). The first two phases of the truck scales relocation study have been completed. The PA/ED phase of this project will not be complete until late 2006.

2) *North Connector PA/ED*. The environmental phase of this project is also totally funded by a TCRP grant (\$2.7M) and funds have been allocated by the CTC. As with the Interchange project, environmental studies are underway. Korve Engineering was selected for the PA/ED phase for the North Connector. The Environmental Scoping Meeting was held on March 6th in Fairfield. A transportation open house was also held to provide information to the public on all projects in this area. The PA/ED phase of this project is scheduled for completion in December 2004.

3) *I-80I-680/I-780 MIS/Corridor Study, Segments 2-7*. This project is funded with a State Planning and Research (SP&R) grant for \$300,000, STIP Planning, Programming and Monitoring (STIP-PPM) funds for \$60,700, and Federal Surface Transportation Program (STP) funds for \$380,000. Korve Engineering, Inc. was selected to complete this last phase of the I-80/680/780 Corridor Study. The first Project Delivery Team (PDT) meeting was held at Caltrans on April 8th and the first local Working Group meeting was held at STA on May 1st (first Thursday of each month). The operational analysis part of this study will facilitate integrating all segments of the corridor into a final summary document that recommends project phasing for the whole corridor, emphasizing lane balance throughout the corridor, not just in individual segments. The summary document will also incorporate the findings/recommendations from the Transit Corridor Study (see below) and the Truck Scales Relocation Study into recommendations for the corridor.

4) *I-80/I-680/I-780 Transit Corridor Study*. This project is funded with a State Planning Congestion Relief Program (PCRP) grant for \$275,000. Wilbur Smith Associates was selected to complete the I-80/680/780 Transit Corridor Study, a complementary study to the highway corridor study. The PDT and Working Group meetings for the Transit Corridor Study are held jointly with the I-80/I-680/I-780 MIS/Corridor Study to facilitate information sharing between these studies. The Transit Corridor Study will evaluate transit needs for the entire interstate corridor and develop detailed, multi-modal implementation strategies and cost estimates along the entire corridor.

5) *Caltrans Auxiliary Lanes Project*. Caltrans is the project manager for this project. It is funded through the Interregional Transportation Improvement Program (ITIP) for \$14.3M and the State Highway Operations and Protection Program (SHOPP) for \$8.306M. This project must compete with other projects throughout the state for the limited amount of STIP and SHOPP funds available for allocation by the CTC. The STA has worked aggressively with Caltrans, MTC and CTC staff to ensure this project is allocated the necessary funding at the May CTC meeting. This project adds one lane in each direction on I-80 between I-680 and SR 12 East and also provides a two-lane ramp between I-80 and I-680 in both directions. If the construction contract is awarded this summer, the estimated construction completion date is late 2005, prior to the opening of the new span of the Benicia-Martinez Bridge.

6) *Highway 37*. Phase 2 and Phase 3 are under construction and proceeding on schedule. Phase 3 will complete the four-lane freeway from the end of Phase 2 and construct an interchange at the SR37/29 intersection. The project is fully funded with \$62M in ITIP and

STIP funds that have been allocated by the CTC. The contract for Phase 3 work was awarded in December 2002 to O.C. Jones Construction, the same contractor for Phase 2. Construction started in February 2003.

7) *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; however, Caltrans District 4 has suspended the consultant contracts for this project at the direction of Caltrans Headquarters. Some of the work will be conducted by Caltrans in-house staff, but expertise to complete all of the studies is not available except through consultants. District 4 personnel do not know if funding will be restored. The STA and the Napa County Transportation Planning Agency (NCTPA) are working with MTC and Caltrans staff to devise a way to keep this project active, including possibly transferring the responsibility for the project to STA.

8) *Highway 12 (East)*. Three State Highway Operations and Protection Program (SHOPP) projects are currently underway between Suisun City and Rio Vista. Two of the projects provide profile improvements and shoulder widening to correct safety deficiencies. These projects are in the preliminary design phase. Although both of these projects have been delayed due to environmental studies for fairy shrimp, the environmental documents and project reports are scheduled for completion in October 2004. Construction is scheduled for 2006-2008. The current cost estimate for the Scandia to Denverton project is \$3M over the programmed amount of \$8.5M, but will be refined as the project is better defined during the design stage. The cost estimate for the Denverton to Currie project is \$25M. Both projects are currently funded through the design stage and are ranked very high in District 4 for receiving SHOPP construction funds in FY 2005-06.

The third project to replace the Round Hill Creek Bridge is complete.

9) *I-80 Widening (Dixon to Vacaville)*. The project is in the PA/ED phase with Caltrans. The environmental and design phases of this project are funded with \$9M in ITIP funds and are proceeding. A Value Analysis report was distributed in October for review by Dixon, Vacaville, Solano County and the STA. A final Value Analysis meeting was held on March 17th to determine if any of the proposed alternatives are acceptable. The concerns/comments expressed by the Cities, County and STA were addressed and alternatives selected for further study in the environmental documents.

Recommendation:

Informational.



DATE: May 6, 2003
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Funding Opportunities Summary

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

<u>Fund Source</u>	<u>Application Available From</u>	<u>Applications Due</u>
Active Living Policy and Environmental Studies (ALPES) Grant Program	Robert Wood Johnson Foundation at www.rwjf.org	May 16, 2003
Safe Routes to Schools Program (4 th Cycle)	Hin Kung, Caltrans District 4, (510) 286-5234	May 30, 2003
2003-04 Regional Transportation Fund for Clean Air Program	Karen Chi, BAAQMD, (415) 749-5121	June 28, 2003
Transportation for Livable Communities (TLC) - Planning Grants	Ashley Nguyen, MTC (510) 464.7809	Fall of 2003



FUNDING OPPORTUNITY:

Active Living Policy and Environmental Studies (ALPES) Grant Program

Final applications due May 16, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Active Living Policy and Environmental Studies Grant 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: Local, state or regional agencies. Health Care coalitions, local advocacy groups, parks and recreation agencies, churches and community centers, as well as other nonprofit or government agencies can apply in partnership with appropriate local, state or regional government agency.

Program Description: The ALPES research program is designed to identify and evaluate environmental factors and policies with a potential to substantially increase levels of physical activity in communities among Americans of all ages, incomes and ethnic backgrounds.

Funding Available: \$3.5 million is available for research grants. The maximum grant amount per project will be \$600,000 over three years.

Eligible Projects: Projects that examine community design variables that have been proposed to contribute to physical activities such as accessibility to destinations (schools, transit facilities, etc.), functionality of pedestrian and bicycle infrastructure, and safety from traffic and crime. See program website for a comprehensive summary of eligible projects.

Further Details: More information is available at www.rwjf.org. Preliminary proposals can be submitted online at www.alpes.ws.

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



FUNDING OPPORTUNITY:

Safe Routes to Schools Program (4th Cycle)

Applications Due: May 30, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

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

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

Program Description: Caltrans administers the Safe Routes to School Program and use federal funds for construction of bicycle, pedestrian safety, and traffic calming projects. SR2S guidelines and application is currently being revised, but the guidelines from the 3rd cycle may be viewed at www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm .

Funding Available: Approximately \$22 million is available this year. This program requires a 10% local match.

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

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

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



FUNDING OPPORTUNITY:

2003-04 Regional Transportation Fund for Clean Air Program

Applications Due June 28, 2003

TO: STA Board

FROM: Robert Guerrero, Associate Planner

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 City, and Vallejo, the County of Solano, and 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 to the Bay Area.

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

Program Contact Person: Karen Chi, BAAQMD, (415) 749-5121

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



FUNDING OPPORTUNITY:

Transportation for Livable Communities Program (TLC) - Planning Grants

Applications Due Fall 2003

(STA staff will notify member agencies when actual due date is determined)

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Transportation for Livable Communities Program - Planning Grant 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: Local governments, community-based nonprofit organizations and transportation service providers. Non-governmental applicants must submit a letter of coordination from the appropriate local government as part of the planning proposal.

Program Description: The Transportation for Livable Communities (TLC) program has planning grants available for planning projects that integrate walking, transit, and bicycling into the community design, and spur the compact development of housing, downtowns, and regional activity centers.

Funding Available: Up to \$75,000 is available per project. A local match is required. Staff time will not be accepted as a local match.

Eligible Projects: Eligible TLC projects include planning projects which enable residents to use a range of travel modes, including transit, walking and biking to access jobs, shopping, recreation and other daily needs. Other eligible TLC projects include projects that provide for the design of streets and other transportation facilities and amenities that are integrated into the overall community design and are conducive to a sense of community identity and pride.

Further Details: Previously awarded TLC Planning grants for Solano County are the Rio Vista Waterfront Plan, Jepson Parkway, Vallejo's Sereno Bus Transit Center, and Fairfield's West Texas Street Master Plan.

Program Contact Person: Ashley Nguyen, TLC Project Manager, (510) 464.7809

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6075
rguerrero@STA-SNCL.com.
