



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
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Members:

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

MEETING NOTICE

February 13, 2002

**STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA
5:30 P.M. Closed Session
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.

STA Board Members:

- John Silva, Chair
County of Solano
- Jim Spering, Vice Chair
City of Suisun City
- Pierre Bidou
City of Benicia
- Mary Ann Courville
City of Dixon
- Karin MacMillan
City of Fairfield
- Marci Coglianesse
City of Rio Vista
- Rischa Slade
City of Vacaville
- Dan Donahue
City of Vallejo

STA Alternates:

- Barbara Kondylis
- Michael Segala
- Dan Smith
- Gil Vega
- Harry Price
- Ed Woodruff
- David Fleming
- Pete Rey

ITEM

BOARD/STAFF PERSON

- I. CLOSED SESSION** – Pursuant to California Government Code Section 54950 et seq., Personnel Matter
- II. CALL TO ORDER – CONFIRM QUORUM** Chair Silva
- III. PLEDGE OF ALLEGIANCE**
- IV. APPROVAL OF AGENDA**
- V. OPPORTUNITY FOR PUBLIC COMMENT** (6:05 – 6:10 p.m.)
- VI. EXECUTIVE DIRECTOR'S REPORT** (6:10 – 6:15 p.m.) – Pg 3 Daryl Halls
- VII. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC** (6:15-6:20 p.m.)
- A. Caltrans Report Lenka Culik-Caro
Caltrans District IV
- VIII. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion (Note: Items under consent calendar may be removed for separate discussion) (6:20-6:25 p.m.) – Pg 9
- A. **STA Board Minutes of January 9, 2001** – Kim Cassidy
Recommendation: Approve STA Board Minutes of January 9, 2002 - Pg 11
- B. **Draft STA TAC Minutes for January 30, 2002** Kim Cassidy
Recommendation: Receive and file - Pg 19
- C. **STA's 2002 Legislative Priorities and Platform** Janice Sells
Recommendation: Approve the STA's 2002 Legislative Priorities and Platform with the recommended changes – Pg 25
- D. **Renewal of Grandy and Associates Contract** Dan Christians
Amendment for Jepson Parkway (STIP)
Recommendation: Authorize the Executive Director to execute a contract amendment to extend the Grandy & Associates contract, for calendar year 2002 (through December 31, 2002) for a sum not to exceed \$40,000, for project management consultant services for the Jepson Parkway Project- Pg 27
- E. **Renewal of Contract for Project Delivery** Daryl Halls
(Dale Dennis-PDM) for I-80/680/780 Corridor Study and I-80/680/SR12 Interchange
Recommendation: Approve authorizing the Executive

Director to amend the consultant contract with the PDM Group for Project Management Services for the I-80/680/780 Corridor Study and the I-80/680/R 12 Interchange Project for an amount not to exceed \$150,000 until December 31, 2002, with the option to extend the contract until December 31, 2003 for an amount not to exceed an additional \$150,000 – Pg 29

- F. YSAQMD Application for Phase 3 of the Countywide Trails Plan** Robert Guerrero
Recommendation: Approve a \$20,000 request for FY 2002/03 YSAQMD Clean Air Funds to assist in funding Phase 3 of the Countywide Trails Plan- Pg 31
- G. Yolo-Solano Air Quality Management District Clean Air Funds for FY 2002/03 for Route 30 (FST)** Jennifer Tongson
Recommendation: Approve a \$40,000 request for YSAQMD Clean Air Funds for FY 2002/03 for the Route 30 transit service – Pg 39
- H. Napa/Solano Passenger Rail Study RFP/Scope of Work** Dan Christians
Recommendation: Approve the attached Napa/Solano Passenger Rail Study scope of work Pg 43
- I. City of Vacaville TIP Amendments** Jennifer Tongson
Recommendation: Authorize the Executive Director to submit the attached TIP Amendment requests from the City of Vacaville to MTC to transfer \$259,000 in STP funds from the Davis Street, Beelard Drive, and East Monte Vista Avenue resurfacing projects to the Nut Tree Road Resurfacing project Pg 51
- J. City of Benicia request for changes to the Functional Road Classification System** Jennifer Tongson
Recommendation: Authorize the Executive Director to submit a Letter of Concurrence on the proposed changes to the Caltrans Functional Road Classification Program for the City of Benicia Pg 53
- K. TFCA Guideline Changes** Robert Guerrero
Recommendation: Approve the STA's revised FY 2002-03 TFCA Program Manager Guidelines Pg 57

- L. STA Priority Projects for Federal Funding** Daryl Halls
Recommendation: Approve the Fairfield/Vacaville Rail Station as a fourth priority project for federal reauthorization and appropriation funds
 Pg 65
- M. Prop 42 Funding Projections and STA Support** Daryl Halls
Recommendation: Support the passage of Proposition 42 and authorize the STA Chair to forward a letter of support
 Pg 71
- N. STA First and Second Quarter Budget Report for FY 2001-02** Daryl Halls
Recommendation: Receive and file the 1st and 2nd Quarter Budget report for FY 2001/02
 Pg 87

IX. FINANCIAL ITEMS

- A. Revised Jepson Parkway Funding Agreement And MOU (2002 RTIP)** Dan Christians
Recommendation: 1.) Approve allocation of 2002 STIP funds as specified, 2.) Authorize the Executive Director to forward a revised funding MOU to the four partner agencies for their approval and 3.) Request STA staff meet with the four partner agencies to update and finalize implementation of the Jepson Parkway Concept Plan (6:25-6:30 p.m.) – Pg 91
- B. Reprogramming of 2002 RTIP** Daryl Halls,
Dale Dennis, PDM
Recommendation: Authorize the Executive Director to continue to work with project sponsors, MTC, Caltrans and the CTC to further refine Solano County's 2002 RTIP Program (6:30-6:35 p.m.) – Pg 95

X. ACTION ITEMS - NON-FINANCIAL

- A. I-80/680/SR12 Interchange Corridor Study-Segment-Segment Tier 2 Report** Daryl Halls/
Dale Dennis, PDM
Recommendation: Approve the following:
 1.) The I-80/680/SR12 Tier 2 Report (Segment 1), 2.) Initiation of the Cordelia Truck Scales Reconstruction and Relocation Study, 3.) Initiation of environmental study for the North Connector Alternative and 4.) Initiation of a master environmental study for four I-80/680/SR12 Alternatives (I-80 Widening, I-680 Viaduct

with South Parkway, I-80 widening with South Parkway,
and No Build)
(6:35-6:55 p.m.) – Pg 101

- B. Countywide Transportation Plan (CTP)
Modification of Schedule and Planning and
Congestion Relief Program applications for the I-
80/680/780 Transit/HOV Corridor Study and the S.R.
113 Corridor Study** Dan Christians
- Recommendation: 1.) Approve the attached revised
schedule for the CTP. 2.) Approve the attached
Resolution authorizing the Executive Director to submit
an application for \$275,000 of state PCRFP funds for the
I-80/680/780 Transit IHOV Corridor study, and 3.)
Approve the attached Resolution authorizing the
Executive Director to submit an application for \$125,000
of state PCRFP funds (including \$25,000 of in-kind match
from the STA for 2003-04) for the State Route 113
Corridor Study*
(6:55-7:10 p.m.) – Pg 121

XI. INFORMATION ITEMS

(Discussion Necessary)

- A. 2001 Ozone Attainment Plan/
Air Quality Conformity Lapse** Robert Guerrero
Informational (7:10-7:15 p.m.) – Pg 137
- B. MTC Regional Partnership Policies and
SB45** Daryl Halls
Informational (7:15-7:20 p.m.) – Pg 141

(No Discussion Necessary)

- C. Progress Report for Phase 1 of the
Countywide Trail Plan** Dan Christians,
Randy Anderson
Informational (p.m.) – Pg 151
- D. Schedule for STA/YSAQMD Clean Air
Screening Committee** Robert Guerrero
Informational – Pg - 153
- E. Review Funding Opportunities** Robert Guerrero
Informational – Pg - 155
- F. Updated STA Meeting Schedule for 2002** Kim Cassidy
Informational – Pg - 165

G **SNCI Events Schedule**
Informational – Pg - 169

Elizabeth Richards

XII. BOARD MEMBER COMMENTS

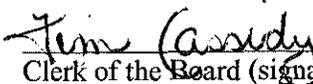
XIII. ADJOURNMENT – Next Meeting: March 13, 2002 at 6:00 p.m., at Suisun City Hall.

NOTICE OF CLOSED MEETING OF THE
SOLANO TRANSPORTATION AUTHORITY

Pursuant to California Government Code Section 54950 et seq., the Solano Transportation Authority will hold a Closed Session on February 13, 2002 at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, California, beginning at 5:30 PM. More specific information regarding the Closed Session is indicated by the section(s) checked below:

1. **CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION**
 - Name of case (specify by reference to claimant's name, names of parties, case or claim numbers): Lifton v. Vacaville, Solano County Superior Court.
 - Case name unspecified (specify whether disclosure would jeopardize service of process or existing settlement negotiations):
2. **CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION**
 - Significant exposure to litigation pursuant to subdivision (b) of Government Code Section 54956.9 (specify number of potential cases): One.
 - Initiation of litigation pursuant to subdivision (c) of Government Code Section 54956.9 (specify number of potential cases): One.
3. **LIABILITY CLAIMS**
 - a. Claimant (specify name unless unspecified pursuant to Government Code Section 54961):
 - b. Agency claimed against:
4. **CONFERENCE WITH REAL PROPERTY NEGOTIATOR**
 - a. Property (specify street address or, if no street address, the parcel number or other unique reference of the real property under negotiation):
 - b. Negotiation parties (specify name of party, not agent): .
 - c. Under negotiation (specify whether instruction to negotiator will concern price, terms of payment, or both):
5. **PERSONNEL MATTERS**
 - Public Employee Appointment (specify title): _____.
 - Public Employment (describe position to be filled): _____.
 - Public Employee Performance Evaluation (specify position/title of employee being reviewed):
Annual Evaluations: City Attorney Charles Lamoree
 - Public Employee Discipline/Dismissal/Release.
6. **CONFERENCE WITH LABOR NEGOTIATOR**
 - Agency negotiator (specify name):
 - Employee Organization:
7. **LICENSE/PERMIT DETERMINATION**
 - Applicant(s) (specify number of applicants): _____.
8. **SAFETY OF PUBLIC FACILITIES OR THREAT TO PUBLIC SERVICES OR PERSONNEL** Consultation with (specify name of law enforcement agency and title of officer):

DATED: February 5, 2002


Clerk of the Board (signature)



MEMORANDUM

DATE: February 6, 2002
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – February 2002

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 Approval of the I-80/680/SR12 Tier 2 Report and Initiation of the EIS for the North Connector and three Master Alternatives**

On February 5th, the Solano County Board of Supervisors (4 to 1 vote with Supervisor Kondylis voting no) and the Fairfield City Council (5 ayes votes) both approved the STA's request to: 1) Initiate a Truck Scales Reconstruction and Relocation Study, 2) Initiate an Environmental Study for the North Connector Alternative, and 3) Initiate a Master Environmental Study for the three I-80/680/SR 12 Alternatives including the South Parkway Alternative. Both agencies adopted these recommendations with specific requests for alternatives and local community issues to be studied as part of the environmental process. A copy of a draft letter prepared by STA Board Member and Fairfield Mayor Karin MacMillan is attached for your information. At the request of STA Chair and Supervisor John Silva, the Board of Supervisors included the specifics outlined in Mayor MacMillan's letter as part of the Solano County support of the recommendations and added Cordelia Road as an additional alternative for study as part of the South Parkway Alternative. At the Fairfield City Council Meeting, several specific issues were added at the request of Council Member Marilyn Farley. Fairfield is compiling these requests in one correspondence that will be provided at the Board meeting. Staff has received a total of 97 public comments pertaining to the report. At the meeting, staff will summarize these comments and the process for developing the various alternatives to be developed as part of the public scoping process for the environmental study.

* **Draft Comprehensive Transportation Plan and Public Input Meetings**

Staff has revised the schedule for development of the draft Comprehensive Transportation Plan with the release of the draft CTP scheduled for the STA Board meeting of March 13, 2002. All three Subcommittees are scheduled to meet prior to March 13th to review their draft elements. The STA TAC is currently reviewing a working draft of the overall CTP and the Transit Consortium has been provided a working draft of the Transit Element. Dan Christians, Robert Guerrero and I are working with the CTP's four planning consultants to edit and refine the working drafts of the three elements and the overall CTP. Janice Sells is working with members

of the STA Board and TAC to schedule presentations to all seven city councils and the Board of Supervisors after the release of the draft CTP on March 13. Seven public input meetings (one in each city) will be scheduled prior to adoption of the final CTP by the STA Board on May 8, 2002.

* **Revised Jepson Parkway Funding Agreement and MOU**

Staff has developed a revised funding agreement with the four agencies participating in the development of the Jepson Parkway Project (Fairfield, Solano County, Suisun City, and Vacaville). This agreement includes the allocation of \$10 million of 2002 RTIP funds awarded to the project by the STA last year. The Board's Jepson Parkway Subcommittee (Harry Price, John Silva, Rischa Slade, and Jim Spering) reviewed the funding agreement and recommended its approval and a revision of the MOU between the STA and the four local agencies. At the meeting, the Subcommittee requested the STA work with the four local agencies to provide a status of the project's implementation and review the project's concept plan for any needed refinements.

* **Reprogramming of 2002 RTIP and Revisiting of SB 45**

I have prepared staff reports on two separate issues that have surfaced at the California Transportation Commission this past month. I am scheduled to attend a special CTC hearing on February 7th to discuss both issues and will provide an update at the Board meeting.

* **Recruitment for Director of Projects Nearing a Close**

The deadline for applicants to apply for the STA's Director of Projects position was Friday, February 1. I will be meeting with Dave Harris (Shannon Associates) later this week to begin the reviewing the list of interested applicants. I hope to have a candidate selected prior to the STA Board's March 13th meeting.

Attachment:

Attached for your information are a status of priority projects, key correspondence, and the STA's list of acronyms. Transportation related newspaper articles will be included with your Board folders at the meeting.

STA Project Development Fund 2001 Priority Projects - Status Report (listed in alphabetical order)				
Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	Benicia Project initiated with construction to be completed by 2004. New bridge bids opened 9/28/01 and construction to begin in 11/2001. Project completion to conclude in 2004/2005. Bridge demolition under design 11/2001.
Capitol Corridor Rail Facilities Plan and Expanded Service CCJPB, STA	\$125,000	*	*	-TCI grant for obligation approved by CTC on 5/20/00. Revised scope of work prepared to add south site. One year time extension granted. Project under design and construction scheduled for 2002.
Comprehensive Transportation Plan	\$80,000		*	Plan underway. STA Board held CTP workshop on 11/29/01. Final CTP policies adopted by the STA Board in December 2001. Public Input meetings to be scheduled. CTP draft scheduled for release on 3/13/02 and final to be adopted in 5/02.
Enhanced Transit Service on I-80, I-680, and I-780	*	*100,000	*	Transit Plan initiated as part of CTP. Express bus proposals approved by Board and submitted to MTC for consideration for Express Bus funding. All four proposals recommended for support by MTC staff. Route 20/30 under study. Updated funding MOU's under development.
Highway 12 (Jameson Canyon) EIS/EIR	*	*	*	-\$7 million in TCRP funds. Caltrans developed project schedule and application for TCRP funding approved for environmental. Initial PDT meeting held on 6/5/01 by STA, NCTPA and Caltrans. Project schedule presented to STA/NCTPA Committee in August 2001. Public meetings in Nov 2001. EIS/EIR Underway.
Highway 12 Major Investment Study			*	-Study completed. Final report approved by Caltrans. Adopted by Board on 10/10/01.
Highway 12 SHOPP project	*	*	*	Highway 12 MIS Subcommittee and STA TAC provided status by Caltrans. Revised project schedule underdevelopment.
Highway 37 Project	*	*	*	-Project fully funded - 95% plans near completion. -STA approved a modification to the contract to construct landscaping in 2003-04 and to delay construction to the 2003-2005 period, STA Board approved funding amendment on 7/12/00. STA approved Caltrans request for \$2 million to cover \$4 million project cost increase. Revised cost estimate reduced to \$2 million with STA requested to reconfirm support for \$2 million. A project consultant hired by STA to monitor project. Phase 2 advertised for construction in 9/01 with bid openings on 11/14/01. Phase 3 to be advertised Spring 2003. Groundbreaking scheduled for 3/02.
Highway 113 SHOPP	*	*	*	Scope of work under refinement. Meeting with Caltrans and Dixon held 1-23-02.
I-80/505 Weave Correction PSR	*	*	*	Candidate for 2002 SHOPP funds. PSR completed by Caltrans. Project not included in 2002 SHOPP list.

I-80/680 Interchange	*	*	*	-Auxiliary lane funded by Caltrans. STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects in early 2003. PDT formed to develop accelerated PSR for full interchange. Targeted for 2002 ITIP funds. Interim funding strategy approved by Board on 6/13/01. Staff in the process of meeting with Caltrans, CTC and FHWA. Multi-agency traffic meeting held on 6/11/01. Traffic calibrations for am completed and approved by Caltrans for use for project. Draft tier analysis completed and presented to the STA Board on 10/10/01. Second multi-agency and public input meeting held in November 2002. \$10 million in 2002 RTIP funds approved by STA Board on 9/12/01. Request for 2002 ITIP funds submitted. Draft Tier 2 Analysis completed. Project not in 2002 ITIP list. Operational project included in 2002 SHOPP list. Fairfield and Solano County supported initiation of EIS on 2/5/02.
I-80/680/780 Corridor Study		\$1,000,000	*	Board approved subcommittee to monitor study. Balance of study to commence after completion of the I-80/680 segment one analysis. STA has requested STIP/STP swap to fully fund study.
Jepson Parkway Project	\$491,000	\$59,237	*	- NEPA 404 complete. Purpose and need completed. Draft alternatives and screening criteria completed and reviewed by resource agencies. Revised project cost estimates completed. Project cost estimates and project alternatives approved by Board on 7/11/01. 2001/02 federal appropriations request submitted. Environmental Study initiated with draft scheduled for completion in Spring 2002. \$10 million 2002 RTIP funds approved by STA Board on 9/12/01. Subcommittee meeting held to review EIS Alternatives and Funding Plan.
Project Monitoring (local projects)	\$20,000	\$6,626	*	All obligations completed by (STP/CMAQ Cycle 1 due) September 30, 2001. Next cycle due June 30, 2002.
Red Top Slide SHOPP Project	*	*	*	-Monitoring mitigation efforts by Caltrans. STA subcommittee formed to review emergency plan. Approved as design sequence pilot project.
Solano Bike Project	*	*	*	-Construction completed in September 2001. Ribbon cutting held 10/11/01. Feasibility Study for next phase segment funded.
Solano Napa Commuter Information Work Program	*	*	*	-Program adopted and implementation underway. Meetings with Rio Vista and Dixon held. Updated scope of work for Napa County approved. Development of new incentives underway. New program for Solano County approved by Board 11/14/01.
SolanoWorks Transit Plan	*	*	*	-Plan being developed. Meeting with five focus groups completed. Two transit projects identified. Draft Plan completed.
STA Marketing Program	\$55,000		*	STA brochure and 2001 Annual Report completed. New Website Consultant retained and completion of STA Website loading underway. 2002 Annual Report underway for Spring 2002.
Vallejo Baylink Ferry Support and Operational Funds	*	*	*	\$2 million in Federal Appropriations approved. \$5 million in 2002 RTIP awarded by STA.
TOTAL	\$771,000	\$1,065,863	\$0	

* No funds allotted at this time

\$1,836,863

Solano Transportation Authority
Acronyms List
Updated 2/05/02

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

SCTA	Sonoma County Transportation Authority	ZEV	Zero Emission Vehicle
SHOPP	State Highway Operational Protection Program		
SNCI	Solano Napa Commuter Information		
SOV	Single Occupant Vehicle		
SMAQMD	Sacramento Metropolitan Air Quality Management District		
SRITP	Short Range Intercity Transit Plan		
SRTP	Short Range Transit Plan		
STA	Solano Transportation Authority		
STAF	State Transit Assistance Fund		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
TAC	Technical Advisory Committee		
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		
TMTAC	Transportation Management Technical Advisory Committee		
TOS	Traffic Operation System		
TRAC	Trails Advisory Committee		
TSM	Transportation Systems Management		
VTA	Valley Transportation Authority (Santa Clara)		
W2Wk	Welfare to Work		
WCCCTAC	West Contra Costa County Transportation Advisory Committee		
YSAQMD	Yolo/Solano Air Quality Management District		



DATE: February 5, 2002
TO: STA Board
FROM: Kim Cassidy, Office Manager/Clerk of the Board
RE: CONSENT CALENDAR (Any consent calendar item can be pulled for discussion)

Recommendation:

The STA Board approves the following attached consent items:

- A. STA Board Minutes of January 9, 2002
- B. Draft STA TAC Minutes for January 30, 2002
- C. STA's 2002 Legislative Priorities and Platform
- D. Renewal of Grandy and Associates Contract Amendment for Jepson Parkway (STIP)
- E. Renewal of Contract for Project Delivery (Dale Dennis-PDMG) for I-80/680/780 Corridor Study and I-80/680/SR12 Interchange
- F. YSAQMD Application for Phase 3 of the Countywide Trails Plan
- G. Yolo-Solano Air Quality Management District Clean Air Funds for FY 2002/03 for Route 30 (FST)
- H. Napa/Solano Passenger Rail Study RFP/Scope of Work
- I. City of Vacaville TIP Amendments
- J. City of Benicia request for changes to the Functional Road Classification System
- K. TFCA Guideline Changes
- L. STA Priority Projects for Federal Funding
- M. Prop 42 Funding Projections and STA Support
- N. STA First and Second Quarter Budget Report for FY 2001/02



SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
January 9, 2002

I. CALL TO ORDER - CONFIRM QUORUM

Chair Coglianese called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Marci Coglianese (Chair)	City of Rio Vista
John Silva (Vice Chair)	County of Solano
Pierre Bidou	City of Benicia
Mary Ann Courville	City of Dixon
Karin MacMillan	City of Fairfield
Jim Spering	City of Suisun City
Dan Donahue	City of Vallejo

MEMBERS

ABSENT:

Rischa Slade	City of Vacaville
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STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Dan Christians	STA-Assist. Exec. Dir./Director for Planning
Elizabeth Richards	STA-SNCI-Program Director
Kim Cassidy	STA-Clerk of the Board
Janice Sells	STA-Program Manager/Analyst
Sandy Catalano	STA-SNCI-Program Manager/Analyst
Tiffany Wiggins	STA-SNCI-Commute Consultant
Robert Guerrero	STA Planning Assistant
Melinda Stewart	STA Asst. Legal Counsel

ALSO

PRESENT:

Jeffrey Blanchfield	BCDC
Ken Smith	Cordelia Homeowners Assoc.
Dennis Becker	Ca. Dept. of Fish and Game
Lenka Culik-Caro	Caltrans, District IV
Bert Brown	CH2M Hill

Arvin Chaudhary	Chaudhary & Assoc.
Morrie Barr	City of Fairfield
Ron Hurlbut	City of Fairfield
Eve Somjen	City of Fairfield
Eddie Woodruff	City of Rio Vista Alternate
Mike Duncan	City of Suisun City
Julie Pappa	City of Suisun City
Mike Segala	City of Suisun City-Board Alternate
Gian Aggarwal	City of Vacaville
Mark Akaba	City of Vallejo
Natalie DuMont	Greenbelt Alliance
Steve Waymir	Holt Assoc.
Mike Davis	Jones & Stokes
Greg Bedard	Office of Congresswoman Ellen Tauscher
Dale Dennis	PDMG
Jeff Damon	Parsons Brinckerhoff
Tom Tracy	Parsons Brinckerhoff
Ernest Bradford	Paratransit Coordinating Council
James Williams	Paratransit Coordinating Council
Kristin Bruce	Suisun Resource Conservation District
Steve Chappell	Suisun Resource Conservation District
Tom Ambrose	Fairfield Citizen
Paul Ceccato	Fairfield Citizen
Elsa Fontain	Fairfield Citizen
Mark Hall	Fairfield Citizen
Tony Leaz	Fairfield Citizen
Margaret Manzo	Fairfield Citizen
Kate Mitacek	Fairfield Citizen

III. APPROVAL OF AGENDA

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

IV. OPPORTUNITY FOR PUBLIC COMMENT

None received.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- I-80/680/SR12 Interchange Presentation on North Connector and presentations by resource agencies.
- Draft Comprehensive Transportation Plan and Public Input Meetings.
- STA Budget Schedule and Process.
- Draft SolanoWORKS Plan
- Post RTP Regional Policies and Program Under Discussion
- New SEDCORP Executive Director Selected

- New STA Staff Hired for SNCI Program

**VI. SPECIAL PROCLAMATION FOR:
MARY MCCARTHY (SEDCORP)**

Chair Coglianese presented a special award to Mary McCarthy (SEDCORP) and recognized Mary's numerous accomplishments and contributions to the STA.

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

STA: Elizabeth Richards introduced Tiffany Wiggins as the new Commute Consultant for STA/SNCI program.

Caltrans:

Lenka Culik-Caro reported on the progress of the Highway 37 SR12 (Jameson Canyon) Projects.

VIII. PRESENTATION OF STA HIGHLIGHTS FOR 2001

Chair Coglianese reviewed a PowerPoint presentation highlighting the STA's accomplishments during the year 2001.

IX. CONSENT CALENDAR

On a motion by Member Bidou, and a second by Member Donahue, the consent calendar items were approved with the exception of Agenda Items IX.C, and IX.H, which were pulled for separate discussion.

A. *Approve STA Board Minutes of December 12, 2001*

B. *Approve Draft STA TAC Minutes for January 3, 2002*

D. *Suisun City Rail Station Parking Lot Improvements*

Recommendation: Authorize the Executive Director to finalize a revised scope and execute an amended "Intercity Rail Passengers Facility Agreement" with Caltrans for the implementation of the Suisun City Rail Station Parking Lot Improvements on the "South Site" to expand the existing park and ride facility.

E. *Development of Reimbursement Policy for Project Plans*

Recommendation: Authorize STA staff to develop a policy for reimbursement of project plans, project reports, brochures, booklets and packets.

F. *Retainment of Accounting Firm to Review and Modify STA Accounting Policies and Procedures*

Recommendation: Authorize the Executive Director to retain Caporicci, Cropper and Larson to update the STA's Policies and Procedures Manual for Accounting and Financial Transactions for a fee not to exceed \$2500.

G. *Proposed Schedule for Development of STA Budget for FY 2002-03/2003-04*

Recommendation: Approve schedule for development and completion of STA's 2002/03 and 2003/04 budget.

I. *Subcommittee Appointment of New STA Board Member and Alternates*

Recommendation: Approve the revised list of appointments to the Subcommittees for the Comprehensive Transportation Plan.

J. *Advisory Committee Representatives for Bicycle Advisory Committee (BAC) and Paratransit Coordinating Council (PCC)*

Recommendation: 1.) The STA Board members submit names of potential candidates for the PCC, 2.) Declares the BAC positions vacant for Fairfield, Vacaville and Rio Vista and authorize the Chair to request the Mayors of the cities of Fairfield, Vacaville and Rio Vista nominate members to the BAC

K. *STA Meeting Schedule for 2002*

Recommendation: Approve the STA Board's meeting schedule for 2002.

The following items were pulled for discussion:

C. *Highway 37 – Revision of Allocation Schedule*

Recommendation: Forward recommendation to STA Board approving: 1.) Advancing \$601,000 in 2000 STIP funds from FY 2003/04 to FY 2001/02 for mitigation planting at Guadalcanal Village. 2.) Move \$599,000 in 2000 STIP funds from FY 2003/04 to FY 2005/06 for the remaining mitigation planting and highway planting projects, and 3.) Authorize the Executive Director to send a letter to Caltrans pertaining to the project funding available for and needed for funding the landscaping for Phases 2 and 3 of the Highway 37 project and request Caltrans provide options for covering any funding shortfall.

Member Donahue pulled this item and requested Mark Akaba, Public Works Director, City of Vallejo, summarize a letter submitted to the STA on January 7, 2002. Mark Akaba noted Vallejo's concern about the availability of funding for landscaping Phases 2 and 3 of the project.

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

H. *Authorization to Release RFP Design and Environmental Consultant for I-80/680/SR12*

Recommendation: Authorize the Executive Director to issue RFP's for the following: 1.) Completing the I-80/I-680/I-780 Corridor Study (Segment 2-5; and 2.) Preparing the Project Report and Environmental Document (PR/ED) for the I-80/680/SR12 Interchange Project.

Tom Ambrose, Citizen, requested this Consent Calendar Item be pulled for separate discussion. Mr. Ambrose realized he had requested discussion on the wrong item and the item was placed back on consent.

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

X. ACTION ITEMS: NON FINANCIAL

A. Call for Projects for Transportation for Clean Air Programs and Selection of STA Members to Serve on STA/YSAQMD Screening Committee

Robert Guerrero reviewed eligible projects for the 2002-03 BAAQMD TFCA Program. He noted program applications are due to the STA on February 8, 2002. He also summarized the process necessary to establish a Screening Subcommittee to review Solano County sponsored YSAQMD Clean Air Fund applications.

Recommendation: 1.) Approve issuing a call for projects for the YSAQMD and BAAQMD Clean Air Fund Program Applications and 2.) Appoint two STA Board members to participate in the STA/YSAQMD Application Screening Committee.

On a motion by Member Spring, and a second by Member Bidou, the STA Board unanimously approved issuing a Call for Projects for the YSAQMD and BAAQMD Clean Air fund Program application and appointed Member Coglianese and Member Slade to represent the STA on the STA/YSAQMD Application Screening Committee.

B. Appointment of Board Alternate to Capitol Corridors Joint Powers Board

Daryl Halls explained the need for a replacement for the CCJPB Board Alternate due to the departure of Steve Lessler from the STA Board and Fairfield City Council. He asked the STA Board to recommend a replacement.

Recommendation: Appoint an STA Board Member to serve as an Alternate on the Capitol Corridor Joint Powers Board.

On a motion by Member Spring, and a second by Member Courville, the STA Board unanimously appointed Member Bidou to serve as an alternate on the CCJPB.

XI. SELECTION OF 2002 STA CHAIR AND VICE CHAIR

Daryl Halls reviewed the policy selection of the STA Board Chair and Vice-Chair and explained the modification to the membership of the STA's Executive Committee with the new Chair appointing the Executive Committee.

Recommendation: 1.) Select STA Chair and Vice-Chair for 2002 and 2.) Request new Chair designates Executive Committee for 2002

On a motion by Member Bidou, and a second by Member MacMillan, the STA Board unanimously approved the staff's recommendation to appoint Vice-Chair Silva as Chair and Member Spring as Vice-Chair.

XII. INFORMATION ITEMS: (Discussion Necessary)

A. Status Update for I-80/680/SR12 Interchange Project **A.1 Overview of Environmental Process and Presentation from Resource Agency Representatives**

Daryl Halls introduced Mike Davis (Jones & Stokes), the Resource Agency speakers and presented an overview of two parts of the presentation.

Mike Davis (Jones & Stokes) reviewed key terms of the environmental process and presented an overview of the process.

Jeff Blanchfield (San Francisco Bay Conservation Development Commission) reviewed the background of the Commission and its mission statement. The permit requirements/policies and regulatory process were also addressed.

Steve Chappel (Suisun Marsh Resource Conservation District Regulatory Management Agency) presented background of his agency and reviewed the alignment of the primary and secondary management areas. He explained his board's opposition to any infringement on the Suisun Marsh Preservation Plan.

Member MacMillan asked whether impact on the marsh plan was mitigatable.

Jeff Blanchfield (San Francisco Bay Conservation Development Commission) addressed the potential mitigation, environmental impact and the policy for mitigation.

Dennis Becker (State Fish and Game) explained the agencies' purpose and wetland policy involvement.

Tom Ambrose (Citizen) requested education of the BCDC on the project. He suggested the South Parkway Connector be reevaluated and pulled. Mr. Ambrose asked members of the STA Board to consider additional alternatives. Member Donahue noted he has visited the site of the proposed routes and invited other Board members and staff to visit as well.

Ken Smith (Citizen) expressed opposition to the North Connector Alternative.

A.2 Presentation on North Connector Alternative

Daryl Halls introduced speakers for the North Connector alternative.

Dale Dennis, Project Manager, PDMG summarized the components of the I-80/680/SR12 project study area, local benefits of the North Connector, the approval process for Tier 2 Funding and Prioritization, Local Roadway Improvements and Highway System. He reviewed the project delivery issues and other related issues.

Lenka Culik-Caro (Caltrans) defined Caltrans objectives through the corridor, freeways and arterials.

Morrie Barr (City of Fairfield) summarized the study session presented at the Fairfield City Council on January 8, 2002. He explained the project's history, local transportation issues and he noted city's support of the North Connector Alternative with public participation and input.

Paul Wiese (Acting Director, County of Solano) expanded on the projected

impact of traffic on local county road including peak hour local traffic impacts and historical data of traffic growth.

Eve Somjen (Assistant Director of Planning, City of Fairfield) summarized the existing, proposed and approved development areas as part of the Fairfield's General Plan.

Member MacMillan inquired about the width of Business Center Drive and the possibility of this serving as a Reliever Route.

Member Spering inquired about whether Fairfield has considered a moratorium of development be issued until improvement to the I-80/680 interchange has been made. Eve Somjen noted Fairfield has already approved several phased developments in the area.

Daryl Halls reviewed the potential risk of project's delay beyond February 2002.

Member Donahue requested the City of Fairfield take a positive view of the project and noted he supported removal of the Cordelia Truck scales.

Juan Mondragon (Citizen) expressed concern over the North Connector alternative for traffic relief.

Paul Cicado (President of the Green Valley Lake Homeowners Association) expressed concern over the North Connector alternative being used as a reliever route. He also noted all Solano County cities' contributions to the traffic congestion problem.

Member Spering noted the need for Fairfield, Solano County and the STA to work together to solve the circulation problem in Cordelia.

James Williams (Citizen) questioned who the responsible party/parties were for the project.

Chair Coglianese thanked everyone present for his or her comments.

Daryl Halls reviewed the calendar of activities, next steps and staff recommendations.

Member Spering inquired about the decision to be made by the Fairfield City Council on February 5, 2002 and action to be taken by the STA Board if the City of Fairfield declines these options. Member Spering encouraged the STA Board and staff to partner with the City of Fairfield to mitigate and educate Fairfield citizens.

B. SolanoWORKS Draft Report
Informational

Elizabeth Richards explained the purpose of the SolanoWorks advisory committee, the programs developed for the Solano County Welfare To Work Transportation Committee and the six transportation strategies as identified by the committee.

Diana Teich (Nelson/Nygaard) identified the 10 draft program needs. She noted the final transportation strategies will be included in Solano County's Welfare To Work program.

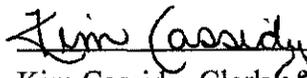
(No Discussion Necessary)

- C. Solano Comprehensive Transportation Plan (CTP) Update
Informational
- D. **Ozone Attainment Plan**
Informational
- E. **Review Funding Opportunities**
Informational

XIII. BOARD MEMBER COMMENTS

XIV. ADJOURNMENT

The STA Board meeting was adjourned at 8:59 p.m. The next meeting: is scheduled for February 13, 2002 at 6:00 p.m., in the Suisun City Hall Council Chambers.



Kim Cassidy, Clerk of the Board

Date: 2-7-02



Draft
TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
January 30, 2002

I. CALL TO ORDER

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

Present:

Virgil Mustain	City of Benicia
Kevin Daughton	City of Fairfield
Charlie Beck	City of Fairfield
Ron Hurlbut	City of Fairfield
Dave Melilli	City of Rio Vista
Mike Duncan	City of Suisun City
Julie Pappa	City of Suisun City
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Charlie Jones	County of Solano
Paul Wiese	County of Solano
Randy Anderson	Bruce Randolph Anderson
Cameron Oakes	Caltrans
Bob Grandy	Grandy and Associates
Raymond Odunlami	MTC
Dale Dennis	PDMG
Kim Cassidy	STA
Dan Christians	STA
Robert Guerrero	STA
Daryl Halls	STA
Janice Sells	STA

II. OPPORTUNITY FOR PUBLIC COMMENT

None

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans - None

MTC - None

STA – Daryl Halls noted the working draft of the Transit Element was distributed at the Consortium meeting.

IV. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of January 3, 2002
- B. Review Funding Opportunities Calendar
- C. STA Meeting Schedule for 2002 and Acronyms List
- D. Final Draft STA Legislative Platform
Recommendation: Forward to the STA Board a recommendation to approve the STA's 2002 Legislative Priorities and Platform as noted.
- E. Renewal of Grandy and Associates Contract Amendment for Jepson Parkway (STIP)
Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to execute a contract amendment to extend the Grandy & Associates contract, for calendar year 2002 (through December 31, 2002) for a sum not to exceed \$40,000, for project management consultant services for the Jepson Parkway Project
- F. Renewal of Contract for Project Delivery (Dale Dennis-PDM) for I-80/680/780 Corridor Study and I-80/680/SR12 Interchange
Recommendation: Recommend the STA Board approve authorizing the Executive Director to amend the consultant contract with the PDM Group for Project Management Services for the I-80/680/780 Corridor Study and the I-80/680/SR12 Interchange Project for an amount not to exceed \$150,000 until December 31, 2002, with the option to extend the contract until December 31, 2003 for an amount not to exceed an additional \$150,000.
- G. YSAQMD Application for Phase 3 of the Countywide Trails Plan
Recommendation: Forward a recommendation to the STA Board to approve a \$20,000 request for FY 2002/03 YSAQMD funds.
- H. YSAQMD Application for Route 30
Recommendation: Forward a recommendation to the STA Board to approve a \$40,000 request for YSAQMD Clean Air Funds for FY 2002/03 for the Route 30 transit service.
- I. Napa/Solano Passenger Rail Study RFP/Scope of Work
Recommendation: Forward a recommendation to the STA Board to approve the

attached Napa/Solano Passenger Rail Study scope of work.

- J. City of Vacaville TIP amendments
Recommendation: Forward a recommendation to the STA Board to approve the TIP Amendments to transfer \$259,000 in STP funds from the Davis Street, Beelard Drive, and East Monte Vista Avenue resurfacing projects to the Nut Tree Road Resurfacing project.
- K. City of Benicia request for changes to the Functional Road Classification System
Recommendation: Forward a recommendation to the STA Board authorizing the Executive Director to submit a Letter of Concurrence on the proposed changes to Caltrans Functional Road Classification Program for the City of Benicia.
- L. SNCI Events Schedule
This item was added to the Consent Calendar in error and was pulled from consent

On a motion by Ron Hurlbut, and a second by Dale Pfeiffer the STA TAC unanimously approved the consent calendar with the amendment to Agenda Item L, to pull from consent.

V. ACTION ITEMS

A. I-80/680/SR12 Interchange Corridor Study-Segment-Segment Tier 2 Report

Daryl Halls reviewed the Draft Tier 2 Evaluation Report, the three alternatives recommended for further action and the process schedule.

Recommendation: 1.) Approve the I-80/680/SR12 Tier 2 Report (Segment 1) based on its technical merits, 2.) Approve the initiation of Truck Scales Reconstruction and Relocation Study, 3.) Approve initiation of environmental study for the North Connector Alternative and 4.) Approve initiation of a master environmental study for four I-80/680/SR12 Alternatives (I-80 Widening, I-680 viaduct with South Parkway, South Parkway and No Build.)

On a motion by Ron Hurlbut, and a second by Mike Duncan, the STA TAC approved the recommendation.

B. TFCA Guideline Changes

Robert Guerrero identified the revisions to the TFCA Policies and Evaluation Criteria Guidelines and timelines.

Recommendation: Forward a recommendation to the STA Board to approve the revised FY 2002-03 TFCA Program Manager Guidelines.

On a motion by Ron Hurlbut, and a second by Mark Akaba the STA TAC approved the recommendation.

C. STA Priority Projects for Federal Funding

Daryl Halls reviewed a list of the three STA's federal priority projects and staff's recommendation the Fairfield/Vacaville Rail Station be added as a fourth priority project. He explained that the rail station is a second multi-modal project that could be very competitive in competing for federal funding.

Recommendation: Forward a recommendation to the STA Board to approve the Fairfield/Vacaville Rail Station as a fourth priority project for federal authorization funds.

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

D. Revised Jepson Parkway Funding Agreement and MOU (2002 RTIP)

Dan Christians discussed the Jepson Parkway's Working Group recommendation to move \$2.1 million previously allocated to the City of Suisun City/Solano County for the Walters Road Widening Project and to Solano County with \$0.25 million reprogrammed to a later fiscal year.

Recommendation: Forward the following recommendations to the STA Board on the Jepson Parkway project: 1.) Approve allocation of 2002 STIP funds as specified, 2.) Authorize the Executive Director to forward revised funding MOU to the four partner agencies for their approval and 3.) Request STA meet with the four partner agencies to update and finalize implementation of the Jepson Parkway Concept Plan.

On a motion by Dale Pfeiffer, and a second by Mike Duncan, the STA TAC unanimously approved the recommendation.

**E. Countywide Transportation Plan (CTP)
Modification of Schedule and Public Input Events**

Dan Christians summarized the working draft of the Countywide Transportation Plan (CTP). He requested the TAC provide comments by 2-11-02. Bob Grandy, Grandy & Assoc., summarized the contents of the CTP. He noted a fully formatted plan will be presented at the 2-27-02 TAC meeting and presented to the STA Board on March 13, 2002.

Recommendation: Forward to the STA Board the revised schedule for the CTP.

On a motion by Ron Hurlbut, and a second by Mike Duncan, the STA TAC unanimously approved the recommendation.

F. Prop 42 Funding Projections

Daryl Halls identified the funding projections Solano County would receive from Proposition 42 for local roads and transit if it is approved by California voters in March 2002.

Recommendation: Forward a recommendation to STA Board to support the passage of Proposition 42 and authorize the STA Chair to forward a letter of support.

On a motion by Ron Hurlbut, and a second by Mike Duncan, the STA TAC unanimously approved the recommendation.

VI. INFORMATION ITEMS

A. 2001 Ozone Attainment Plan/Air Quality Conformity Lapse

Robert Guerrero reviewed the conformity lapse of the Bay area as of 1-21-02. Raymond Odunlami, MTC, commented on the lapse issue and addressed questions, and reviewed the revised guidelines to allow federally funded design and right of way work approval before the conformity lapse is lifted.

B. Progress Report for Phase 1 of the Countywide Trail Plan

Robert Guerrero explained the three phases of the Trails Plan. Randy Anderson, Bruce Randolph Anderson, summarized an overview of various existing trail plans, maps with regionally significant trails, and goals/policies for a countywide trail system.

C. MTC Regional Partnership Policies and SB 45

Daryl Halls reviewed the ten regional partnership program areas and summarized the process to discuss, define and implement policies and programs as identified by MTC's Partnership Board.

D. Schedule for STA/YSAQMD Clean Air Screening Committee

Robert Guerrero reviewed the schedule for the STA/YSAQMD Screening Committee. He noted Solano County applicants are requested to submit their applications to the STA by February 8, 2002.

VII. ADJOURNMENT

The meeting was adjourned at approximately 2:23 p.m. The next meeting is scheduled for Wednesday, January 30, 2002 at 1:30 p.m.



DATE: February 5, 2002
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: STA's 2002 Legislative Priorities and Platform

Discussion:

In preparation for the 2002 legislative session, STA staff has prepared a draft legislative platform for review and comment by the STA TAC, Transit Consortium, member agencies, various regional transportation partners and Board of Directors (see attached). The platform is designed to guide the STA's legislative advocacy efforts during the forthcoming legislative year. The platform has been divided into ten policy areas that collectively cover the range of STA's transportation planning, programming, and administrative responsibilities.

On December 12 the STA Board of Directors reviewed the Draft Platform and directed staff to forward the document to STA member agencies, regional partners and members of Solano County's federal and state legislative delegation for review and comment. Comments have been received from the County of Solano, City of Benicia, Yolo Solano Air Quality Management District, Congressman George Miller's office (Kathy Hoffman) STA's State and Federal Lobbyists indicating support of the platform. Under Section II, a second priority has been added in response to a comment received by Kathy Hoffman of Congressman George Miller's office. Attached are copies of written comments received from the City of Fairfield and the City of Benicia.

Recommendations:

Approve the STA's 2002 Legislative Priorities and Platform with the recommended changes.

MEMORANDUM

Date: January 18, 2002

To: Janice Sells, Solano Transportation Authority

From: Ike Anderson, Assistant to the City Manager, Fairfield

Subject: STA 2002 Legislative Priorities and Platform

Janice, earlier this year you asked that the City review and comment on the STA 2002 Legislative Priorities and Platform. This memorandum is in response to your request.

At the City of Fairfield's recent Legislative Review Committee meeting, the STA 2002 Legislative Priorities and Platform document was discussed. The meeting was chaired by Mayor Karin MacMillan, and attended by Vice Mayor Harry T. Price, City Manager Kevin O'Rourke and department staff.

In regard to the list of ten legislative priorities identified by STA, the City has the following comments on priority item #2. Item # 2 reads: "Oppose efforts to reduce or divert funding from transportation projects".

The City's comments are as follows: "If efforts to reduce or divert funding for transportation projects are consistent with an interest considered to be of greater priority by the City Council, the City may not necessarily oppose these same efforts."

Please let me know if further information or clarification is needed.



DATE: February 5, 2002
TO: STA Board
FROM: Dan Christians, Assist. Exec. Dir./Director for Planning
RE: Renewal of Grandy and Associates Contract
Amendment for Jepson Parkway (STIP)

Background:

In December 1999, the STA conducted an RFP and interview selection process for project management services for the Jepson Parkway Project. In January 2000, the STA Board authorized the Executive Director to enter into a contract with Grandy & Associates for management consultant services for this project. The original terms included a figure not to exceed \$36,000 for calendar year 2000 with options for two additional one-year contract amendments. The STA Board approved a one-year extension in the amount of \$40,000 on December 13, 2000, which expired on December 31, 2001.

Discussion:

Grandy & Associates service during the past two years has remained excellent. A primary goal in coming months for the consultant will be to complete milestones necessary to finalize the 2002 STIP funding split for the next segments of the project; finish the selection of the final alternatives for the NEPA 404 process; work with the STA Board, staff and the project's environmental consultant to complete the Draft Environmental Impact Report/Statement; and initiate an update of the Jepson Parkway Concept Plan with a more detailed transportation-land use implementation strategy.

STA staff recommends approval of the second one-year option now be executed (through December 31, 2002) for consultant services from Grandy & Associates for a sum not to exceed \$40,000 for calendar year 2002. No other changes to the original scope, terms or labor rates are proposed. At the end of this contract amendment, and in accordance with state bidding requirements, staff would propose re-bidding these services if on-going project management services continue to be needed beyond 2002.

Fiscal Impact:

There is no impact on the FY 01-02 or projected 02-03 STA operating budgets. The funding is derived from the previously programmed \$250,000 of STIP funds approved in the 2001-02 STA Budget for project management, environmental and engineering services.

Recommendation:

Authorize the Executive Director to execute a contract amendment to extend the Grandy & Associates contract, for calendar year 2002 (through December 31, 2002) for a sum not to exceed \$40,000, for project management consultant services for the Jepson Parkway Project.



DATE: February 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Renewal of Contract for Project Delivery
(Dale Dennis-PDM) for I-80/680/780 Corridor Study
and I-80/680/SR12 Interchange

Background:

On January 10, 2001, the STA Board approved retaining two project consultants for the I-80/680. Korve Engineering was retained to conduct the I-80/680/780 Corridor Study and The Project Delivery Management Group (PDMG) to serve as project manager for the I-80/680/SR 12 Interchange (Segment 1) and the I-80/680/780 Corridor Study. PDMG representatives Dale Dennis and Bob Grandy have been working with the STA to manage the interchange project and the corridor study. This contract has been funded by Transportation Congestion Relief Program (TCRP) funds dedicated to the I-80/680/SR 12 Interchange project. PDMG's initial contract was for \$60,000 and was later amended to \$100,000. The recent extra work required by the extension of adoption of the Tier 2 report for I-80/680/SR 12 Interchange has increased the cost of the contract.

Discussion:

Over the past year, the PDMG has done an exemplary job managing this complex and challenging project. This task has consisted of serving as an extension of STA staff, coordinating a multitude of Project Development and Working Group meetings, development and submittal of necessary project funding and programming applications, working closely with Korve Engineering, Caltrans District IV and Headquarters, MTC, CTC and staff for the City of Fairfield and Vallejo and Solano County.

Under the guidance of Dale Dennis, the following activities have been completed and/or initiated:

1. Funding Allocations Applications for \$1 million in TCRP funds to fund segment 1 (Tier 1 and Tier 2 Analysis)
2. Tier 1 and Tier 2 Analysis for the I-80/680/SR 12 Interchange (segment 1)
3. Truck Traffic Counts for the Cordelia Truck Scales Study
4. Allocation Application for \$9 million to fund the environmental study for the Interchange
5. Draft funding strategy for I-80/680/SR 12 Interchange and North Connector

6. RFP for Project and Environmental Consultants for the I-80/680/SR 12 Interchange EIS/R and the North Connector EIS/R

Bob Grandy has facilitated the following:

1. The STA development of a new, multi-modal, GIS linked Countywide Traffic Model
2. Development of the RFP to retain a consultant to create the new model

The focus of the next phase of the contract will be the following:

1. Finalization of Tier 2 Report for Segment 1
2. Initiation and Management of the Environmental Study for the I-80/680/SR 12 Alternatives
3. Initiation of the Truck Scales Reconstruction and Relocation Study
4. Monitoring of the I-80/680 Auxiliary Lane Project
5. Monitoring of the I-80/SR 12 West Truck Climbing Lane Project
6. Initiation of Segments 6 and 7 of the I-80/680/780 Corridor Study
7. Development a short and long term funding plan for the I-80/680/SR 12 project (RTIP/ITIP and local funds)

In order to maintain STA's proactive approach on the I-80/680/ SR 12 Interchange (Segment 1) and to manage the remaining segments of the I-80/680/780 Corridor Study, staff is recommending the Project Delivery Management Group's contract be extended through December 31, 2002 with the option to extend the contract through December 31, 2003. It is anticipated the I-80/680/780 Corridor Study will likely extend into 2003. Staff is estimating the cost to extend this contract through December 31, 2002 at \$150,000.

The STA TAC reviewed this item on January 30, 2002 and unanimously approved forwarding the item to the STA Board with a recommendation of approval.

Fiscal Impact:

The estimated fiscal impact for the contract is \$150,000. This contract will be covered by a combination of TCRP, RTIP and Project Planning Management (PPM) funds.

Recommendation:

Approve authorizing the Executive Director to amend the consultant contract with the PDM Group for Project Management Services for the I-80/680/780 Corridor Study and the I-80/680/SR 12 Interchange Project for an amount not to exceed \$150,000 until December 31, 2002, with the option to extend the contract until December 31, 2003 for an amount not to exceed an additional \$150,000.



DATE: February 5, 2002
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: YSAQMD Application for Phase 3 of the Countywide Trails Plan

Background:

The STA and Solano County Department of Environmental Management are currently working together to develop the Solano Countywide Trails Plan. The Trails Plan is split into three phases: Phase 1 involves an existing conditions and inventory report of the most regionally significant trails in Solano County such as the Bay Trail and the Ridge Trail; Phase 2 involves a preliminary engineering and environmental document for the construction of a Bay/Ridge Trail segment between Glen Cove and the new Carquinez Bridge multi-use trail; and Phase 3 will complete the comprehensive trails plan for the entire county, and propose new potential connector trails to countywide trails identified in the first phase of the trails project. The first two phases are fully funded and are underway, however, Phase 3 currently does not have any funding committed.

Discussion:

Last year, the STA was successful in obtaining \$5,000 from YSAQMD to assist in augmenting a \$40,000 Bay Trail Program grant to fund Phase 1 of the Countywide Trails Plan. The STA proposes to submit an additional application requesting \$20,000 from the Clean Air Program to assist in funding Phase 3 of the Trails Plan. Attached is the YSAQMD Application Form for Phase 3. The Phase 3 budget is estimated to be \$60,000. Phase 3 work products include the identification of new potential connector trails, phasing plans, cost estimates, design guidelines, funding strategies and cost effective methods to implement the overall plan over 20 years. STA staff will continue to pursue additional planning grants to fully fund this final phase of the Trails Plan.

Recommendation:

Approve a \$20,000 request for FY 2002/03 YSAQMD Clean Air Funds to assist in funding Phase 3 of the Countywide Trails Plan.

Attachment

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Application Form for Clean Air Funds
Fiscal Year 2002/03

PROJECT TITLE: <u>Countywide Trails Plan (Phase 3)</u>	CATEGORY: Clean Fuels Infrastructure/Vehicles [] Alternative Transportation [X] Transit Services [] Public Education/Information []
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PROJECT APPLICANT:			
Agency/Company Name:	<u>Solano Transportation Authority</u>		
Mailing Address:	<u>One Harbor Center, Suite 130</u> <small>(Street or P.O. Box)</small>		
	<u>Suisun City</u> <small>(City)</small>	<u>CA</u> <small>(State)</small>	<u>94585</u> <small>(Zip Code)</small>
Phone Number:	<u>707-424-6075</u>		
Fax Number:	<u>707-424-6074</u>		

CONTACT PERSON			
Name:	<u>Robert Guerrero, STA Planning Assistant</u>		
Mailing Address:	<u>One Harbor Center, Suite 130</u> <small>(Street or P.O. Box)</small>		
	<u>Suisun City</u> <small>(City)</small>	<u>CA</u> <small>(State)</small>	<u>94585</u> <small>(Zip Code)</small>
Phone Number:	<u>707-424-6014</u>		
Fax Number:	<u>707-424-6074</u>		
E-Mail Address:	<u>rguerrero@sta-snci.com</u>		

The Solano Countywide Trails Plan is a \$205,000 alternative modes planning effort to provide a comprehensive plan for trail connections between communities, major parks, open space and resource areas, and to pedestrian-oriented zones and destinations such as downtowns and community centers. The project is split into three phases, the first two phases are fully funded (\$145,000) and are currently underway. Both phases are expected to be completed in June 2002.

The STA is requesting \$20,000 to assist in funding Phase 3 of the Countywide Trails Plan. The project will include phasing plans for new trail connections (particularly in the YSAQMD portion of Solano County), cost estimates, design guidelines, funding strategies and cost effective methods to implement the Trails Plan over 20 years.

Note: Please see pages 6 through 10 for additional project specific application requirements.

FUNDING:			
AB2766 Funding (Requested):	\$	<u>10,000</u>	
AB8 Funding (Requested):	\$	<u>10,000</u>	
Other Funding:	\$	<u>40,000</u>	Source: <u>TBD</u>
	\$	<u> </u>	<u> </u>
	\$	<u> </u>	<u> </u>
	\$	<u> </u>	<u> </u>
TOTAL PROJECT COST	\$	<u>60,000</u>	<u> </u>

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Application Form for Clean Air Funds
Fiscal Year 2002/03

SIGNATURE:

Signature of Responsible Official: _____

(Original Signature Required/No Photocopies)

Print Name:

Daryl K. Halls, Executive Director, Solano Transportation Authority

NOTE:

The applicant agrees to abide by the "Project Funding Schedule" as contained in the Clean Air Funds application package. The District reserves the right to recommend to the Board of Directors that the application and/or grant award be withdrawn if the "Project Funding Schedule" deadlines are not met.

For multiple projects, duplicate as necessary. An application form is required for each project. Applicants can split funding requirements between categories and do not have to submit separate applications for funds from different categories for the same project.

Read application package carefully. Project category specific information is required. Incomplete applications will not be accepted.

Proposition 42 (ACA 4) Projections

PROPOSITION 42 (ACA 4)* STATE TRANSIT ASSISTANCE PROJECTIONS

(Numbers in Thousands and 2001 Dollar)

REVENUE BASED (PUC 99314 ALLOCATIONS)

RTP YEARS <-->>> (post-TICRP period)	FY 2008-09 to FY 2025-26	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
	Totals	FY 2008-09	FY 2009-10	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26
TRANSIT OPERATORS																			
CITY OF UNION CITY	\$207.34	\$9.91	\$10.07	\$10.20	\$10.34	\$10.48	\$10.63	\$10.86	\$11.10	\$11.34	\$11.59	\$11.84	\$12.05	\$12.26	\$12.48	\$12.70	\$12.93	\$13.16	\$13.39
LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY	\$703.51	\$33.63	\$34.17	\$34.62	\$35.09	\$35.57	\$36.08	\$36.86	\$37.65	\$38.47	\$39.31	\$40.17	\$40.88	\$41.61	\$42.35	\$43.10	\$43.86	\$44.64	\$45.44
CENTRAL CONTRA COSTA TRANSIT AUTHORITY	\$4,747.02	\$226.94	\$230.56	\$233.63	\$236.77	\$239.99	\$243.48	\$248.71	\$254.04	\$259.59	\$265.26	\$271.05	\$275.87	\$280.77	\$285.75	\$290.82	\$295.98	\$301.24	\$306.58
EASTERN CONTRA COSTA TRANSIT AUTHORITY	\$1,114.85	\$53.30	\$54.15	\$54.87	\$55.61	\$56.36	\$57.18	\$58.41	\$59.66	\$60.97	\$62.30	\$63.66	\$64.79	\$65.94	\$67.11	\$68.30	\$69.51	\$70.75	\$72.00
WESTERN CONTRA COSTA TRANSIT AUTHORITY	\$1,099.45	\$52.56	\$53.40	\$54.11	\$54.84	\$55.58	\$56.39	\$57.60	\$58.84	\$60.12	\$61.44	\$62.78	\$63.89	\$65.03	\$66.18	\$67.36	\$68.55	\$69.77	\$71.01
CITY OF YOUNTVILLE	\$2.39	\$0.11	\$0.12	\$0.13	\$0.12	\$0.12	\$0.13	\$0.13	\$0.13	\$0.13	\$0.13	\$0.14	\$0.14	\$0.14	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15
CITY OF NAPA	\$386.45	\$18.47	\$18.77	\$19.02	\$19.28	\$19.54	\$19.82	\$20.25	\$20.68	\$21.13	\$21.59	\$22.07	\$22.46	\$22.86	\$23.26	\$23.68	\$24.10	\$24.52	\$24.96
GOLDEN GATE BRIDGE HIGHWAY & TRANSIT DISTRICT*	\$35,460	\$1,695	\$1,722	\$1,745	\$1,769	\$1,793	\$1,819	\$1,858	\$1,898	\$1,939	\$1,981	\$2,025	\$2,061	\$2,097	\$2,135	\$2,172	\$2,211	\$2,250	\$2,290
PENINSULA CORRIDOR JOINT POWERS BOARD	\$33,297	\$1,592	\$1,617	\$1,639	\$1,661	\$1,683	\$1,708	\$1,745	\$1,782	\$1,821	\$1,861	\$1,901	\$1,935	\$1,969	\$2,004	\$2,040	\$2,076	\$2,113	\$2,150
SAN MATEO COUNTY TRANSIT DISTRICT	\$37,436	\$1,790	\$1,818	\$1,842	\$1,867	\$1,893	\$1,920	\$1,961	\$2,003	\$2,047	\$2,092	\$2,138	\$2,176	\$2,214	\$2,253	\$2,293	\$2,334	\$2,376	\$2,418
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	\$106,375	\$5,085	\$5,167	\$5,235	\$5,306	\$5,378	\$5,456	\$5,573	\$5,693	\$5,817	\$5,944	\$6,074	\$6,182	\$6,292	\$6,403	\$6,517	\$6,633	\$6,750	\$6,870
CITY OF BENICIA	\$106.59	\$5.10	\$5.18	\$5.25	\$5.32	\$5.39	\$5.47	\$5.58	\$5.70	\$5.83	\$5.96	\$6.09	\$6.19	\$6.30	\$6.42	\$6.53	\$6.65	\$6.76	\$6.88
CITY OF DIXON	\$24.51	\$1.17	\$1.19	\$1.21	\$1.22	\$1.24	\$1.26	\$1.28	\$1.31	\$1.34	\$1.37	\$1.40	\$1.42	\$1.45	\$1.48	\$1.50	\$1.53	\$1.56	\$1.58
CITY OF FAIRFIELD	\$384.59	\$18.39	\$18.68	\$18.89	\$19.18	\$19.44	\$19.73	\$20.15	\$20.58	\$21.03	\$21.49	\$21.96	\$22.35	\$22.75	\$23.15	\$23.56	\$23.98	\$24.41	\$24.84
CITY OF VALLEJO	\$1,966	\$190	\$193	\$195	\$198	\$201	\$203	\$208	\$212	\$217	\$222	\$226	\$231	\$235	\$239	\$243	\$247	\$252	\$256
COUNTY OF SONOMA	\$1,097	\$52	\$53	\$54	\$55	\$55	\$56	\$57	\$59	\$60	\$61	\$63	\$64	\$65	\$66	\$67	\$68	\$70	\$71
CITY OF CLOVERDALE	\$6.19	\$0.29	\$0.30	\$0.30	\$0.31	\$0.31	\$0.31	\$0.32	\$0.33	\$0.34	\$0.34	\$0.35	\$0.36	\$0.36	\$0.37	\$0.38	\$0.38	\$0.39	\$0.40
CITY OF HEALDSBURG	\$10.54	\$0.50	\$0.51	\$0.52	\$0.53	\$0.53	\$0.54	\$0.55	\$0.56	\$0.58	\$0.59	\$0.60	\$0.61	\$0.62	\$0.63	\$0.65	\$0.66	\$0.67	\$0.68
CITY OF SANTA ROSA	\$964.49	\$46.11	\$46.84	\$47.47	\$48.11	\$48.76	\$49.47	\$50.53	\$51.62	\$52.74	\$53.89	\$55.07	\$56.05	\$57.05	\$58.06	\$59.09	\$60.14	\$61.20	\$62.29
SUBTOTAL	\$227,389	\$10,871	\$11,044	\$11,191	\$11,342	\$11,496	\$11,663	\$11,914	\$12,169	\$12,435	\$12,706	\$12,984	\$13,214	\$13,449	\$13,688	\$13,931	\$14,178	\$14,430	\$14,686
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT*	\$109,586	\$4,809	\$4,885	\$4,950	\$5,017	\$5,085	\$5,159	\$5,270	\$5,383	\$5,501	\$5,621	\$5,743	\$5,845	\$5,949	\$6,055	\$6,162	\$6,272	\$6,383	\$6,496
BART DISTRICT**	\$186,459	\$8,714	\$9,056	\$9,177	\$9,300	\$9,427	\$9,564	\$9,769	\$9,978	\$10,196	\$10,419	\$10,647	\$10,836	\$11,028	\$11,224	\$11,423	\$11,626	\$11,832	\$12,042
CITY OF SAN FRANCISCO (SEMIUN)	\$246,001	\$11,760	\$11,848	\$12,107	\$12,270	\$12,437	\$12,618	\$12,889	\$13,165	\$13,452	\$13,746	\$14,047	\$14,296	\$14,550	\$14,808	\$15,071	\$15,332	\$15,611	\$15,888
SUBTOTAL	\$533,046	\$25,483	\$25,890	\$26,234	\$26,587	\$26,948	\$27,341	\$27,928	\$28,526	\$29,149	\$29,786	\$30,437	\$30,977	\$31,528	\$32,087	\$32,657	\$33,236	\$33,826	\$34,426
TOTAL FUNDS	\$760,435	\$36,353	\$36,934	\$37,425	\$37,929	\$38,444	\$39,004	\$39,841	\$40,695	\$41,584	\$42,492	\$43,421	\$44,192	\$44,977	\$45,775	\$46,587	\$47,414	\$48,256	\$49,112

**Summary of Projections for
STA Revenue-Based Funding**

Total for 18-Year Period:
FY 2008-09 through FY 2025-26

Revenue-Based Funding	Scenario 1 No Prop. 42 (ACA 4)	Scenario 2 Prop. 42 (ACA 4)
CITY OF UNION CITY	198,240	405,580
LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY	672,634	1,376,144
CENTRAL CONTRA COSTA TRANSIT AUTHORITY	4,538,686	9,285,705
EASTERN CONTRA COSTA TRANSIT AUTHORITY	1,065,919	2,180,766
WESTERN CONTRA COSTA TRANSIT AUTHORITY	1,051,199	2,150,651
CITY OF YOUNTVILLE	2,288	4,680
CITY OF NAPA	369,490	755,941
GOLDEN GATE BRIDGE HIGHWAY & TRANSIT DISTRICT *	33,904,192	69,364,644
PENINSULA CORRIDOR JOINT POWERS BOARD	31,835,857	65,133,034
SAN MATEO COUNTY TRANSIT DISTRICT	35,792,650	73,228,245
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	101,706,033	208,080,549
CITY OF BENICIA	101,914	208,506
CITY OF DIXON	23,431	47,937
CITY OF FAIRFIELD	367,708	752,294
CITY OF VALLEJO	3,792,352	7,758,781
COUNTY OF SONOMA	1,049,203	2,146,567
CITY OF CLOVERDALE	5,863	11,995
CITY OF HEALDSBURG	10,079	20,620
CITY OF SANTA ROSA	922,162	1,886,652
SUBTOTAL	217,409,900	444,799,290
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT *	96,171,300	196,757,029
BART DISTRICT * **	178,276,209	364,735,605
CITY OF SAN FRANCISCO (SF MUNI)	235,204,319	481,204,921
SUBTOTAL	509,651,828	1,042,697,554
TOTAL REVENUE-BASED FUNDS	727,061,728	1,487,496,845

Summary of Projections for STA Revenue-Based Funding

Average Annual Funding Amount for 18-Year Period
(from FY 2008-09 to FY 2025-26)

Revenue-Based Funding	Scenario 1 No Prop. 42 (ACA 4)	Scenario 2 Prop. 42 (ACA 4)
CITY OF UNION CITY	11,013	22,532
LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY	37,369	76,452
CENTRAL CONTRA COSTA TRANSIT AUTHORITY	252,149	515,872
EASTERN CONTRA COSTA TRANSIT AUTHORITY	59,218	121,154
WESTERN CONTRA COSTA TRANSIT AUTHORITY	58,400	119,481
CITY OF YOUNTVILLE	127	260
CITY OF NAPA	20,527	41,997
GOLDEN GATE BRIDGE HIGHWAY & TRANSIT DISTRICT *	1,883,566	3,853,591
PENINSULA CORRIDOR JOINT POWERS BOARD	1,768,659	3,618,502
SAN MATEO COUNTY TRANSIT DISTRICT	1,988,481	4,068,236
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY	5,650,335	11,560,030
CITY OF BENICIA	5,662	11,584
CITY OF DIXON	1,302	2,663
CITY OF FAIRFIELD	20,428	41,794
CITY OF VALLEJO	210,686	431,043
COUNTY OF SONOMA	58,289	119,254
CITY OF CLOVERDALE	326	666
CITY OF HEALDSBURG	560	1,146
CITY OF SANTA ROSA	51,231	104,814
SUBTOTAL	12,078,328	24,711,072
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT *	5,342,850	10,930,946
BART DISTRICT * **	9,904,234	20,263,089
CITY OF SAN FRANCISCO (SF MUNI)	13,066,907	26,733,607
SUBTOTAL	28,313,990	57,927,642
TOTAL REVENUE-BASED FUNDS	40,392,318	82,638,714

Summary of Projections for STA Population-Based Funding

Total for 18-Year Period: FY 2008-09 through FY 2025-26

Population-Based Funding	Scenario 1 No Prop. 42 (ACA 4)/ No Express Bus	Scenario 2 Prop. 42 (ACA 4)/ No Express Bus	Scenario 3 Prop. 42 (ACA 4)/ Express Bus
Northern Counties			
Marin	10,204,535	20,877,847	18,917,647
Napa	5,200,658	10,640,225	9,641,225
Solano	11,638,229	23,811,099	21,575,499
Sonoma	18,497,476	37,844,693	34,291,493
Northern Counties Total	45,540,898	93,173,864	84,425,864
Small Operators			
CCCTA Service Area	19,340,770	39,570,020	35,854,831
ECCTA Service Area	8,716,303	17,833,017	16,158,693
LAVTA Service Area	7,137,945	14,603,795	13,232,660
Union City Service Area	2,591,333	5,301,708	4,803,936
WCCCTA Service Area	3,156,715	6,458,444	5,852,067
Vallejo Service Area	4,899,976	10,025,048	9,083,806
Small Operators Total	44,774,746	91,606,364	83,005,535
Regional Paratransit			
Alameda	22,764,037	22,764,037	22,764,037
Contra Costa	11,763,926	11,763,926	11,763,926
Marin	2,628,183	2,628,183	2,628,183
Napa	1,716,325	1,716,325	1,716,325
San Francisco	17,972,802	17,972,802	17,972,802
San Mateo	9,951,600	9,951,600	9,951,600
Santa Clara	20,618,640	20,618,640	20,618,640
Solano	4,895,958	4,895,958	4,895,958
Sonoma	5,443,387	5,443,387	5,443,387
Regional Paratransit Total	97,754,858	97,754,858	97,754,858
Express Bus Funds	-	-	54,000,000
Balance for MTC Regional Programs (Coordination and Lifeline)	93,046,152	292,612,223	255,961,052
TOTAL POPULATION-BASED FUNDS	281,116,654	575,147,309	575,147,309

Summary of Projections for STA Population-Based Funding

Average Annual Funding Amount for 18-Year Period
(from FY 2008-09 through FY 2025-26)

Population-Based Funding	Scenario 1	Scenario 2	Scenario 3
	No ACA 4/No Express Bus	ACA 4/No Express Bus	ACA 4/Express Bus
Northern Counties			
Marin	566,919	1,159,880	1,050,980
Napa	288,925	591,124	535,624
Solano	646,568	1,322,839	1,198,639
Sonoma	1,027,638	2,102,483	1,905,083
Northern Counties Total	2,530,050	5,176,326	4,690,326
Small Operators			
CCCTA Service Area	1,074,487	2,198,334	1,991,935
ECCTA Service Area	484,239	990,723	897,705
LAVTA Service Area	396,553	811,322	735,148
Union City Service Area	143,963	294,539	266,885
WCCCTA Service Area	175,373	358,802	325,115
Vallejo Service Area	272,221	556,947	504,656
Small Operators Total	2,487,486	5,089,242	4,611,419
Regional Paratransit			
Alameda	1,264,669	1,264,669	1,264,669
Contra Costa	653,551	653,551	653,551
Marin	146,010	146,010	146,010
Napa	95,351	95,351	95,351
San Francisco	998,489	998,489	998,489
San Mateo	552,867	552,867	552,867
Santa Clara	1,145,480	1,145,480	1,145,480
Solano	271,998	271,998	271,998
Sonoma	302,410	302,410	302,410
Regional Paratransit Total	5,430,825	5,430,825	5,430,825
Express Bus Funds	-	-	3,000,000
Balance for MTC Regional Programs (Coordination and Lifeline)	5,169,231	16,256,235	14,220,058
TOTAL POPULATION-BASED FUNDS	15,617,592	31,952,628	31,952,628



DATE: February 5, 2002
TO: STA Board
FROM: Jennifer Tongson, Planning Intern
RE: Yolo-Solano Air Quality Management District Clean Air Funds for FY 2002/03
for Route 30 (FST)

Background:

Route 30 provides intercity transit service connecting the cities of Fairfield, Vacaville, Dixon, and Davis along Interstate 80. Since September 2000, Fairfield/Suisun Transit System (FST) has continued to operate the Route 30 service, which was formally contracted through the Yolo County Transportation Authority. The Route 30 Service has been funded at varying levels by the Yolo-Solano Air Quality Management District (YSAQMD) since 1991.

Discussion:

The STA and YSAQMD have agreed to a plan to gradually phase out funding from the Air District, which was approved by the STA Board in February 2001. The service will be completely phased out by FY 2004/05. New funding for the Route 30 service will come from local TDA shares from Dixon, Vacaville, Fairfield, and Solano County. The approved funding strategy showing the phase-out of YSAQMD funds and the TDA contributions for the four agencies is attached. In addition, fares from the service and a match from the Bay Area Air Quality Management District will be used to cover the remaining costs.

In accordance with the agreement between the STA and YSAQMD, the STA is requesting \$40,000 in YSAQMD funding for FY 2002/03.

On January 30, 2002, the STA TAC voted unanimously to recommend the STA approve the request for YSAQMD Clean Air Funds for the Route 30 service.

Recommendation:

Approve a \$40,000 request for YSAQMD Clean Air Funds for FY 2002/03 for the Route 30 transit service.

Attachment

PROPOSED ROUTE 30 FUNDING

YSAQMD Subsidy (000's)

	00/01	01/02	02/03	03/04	04/05
YSAQMD	\$95	\$60	\$40	\$20	-0-
Dixon	-0-	\$10	\$15	\$20	\$25
Vacaville	-0-	\$10	\$15	\$20	\$25
Fairfield	-0-	\$10	\$15	\$20	\$25
Solano County	-0-	\$5	\$10	\$15	\$20
TOTAL	<u>\$95</u>	<u>\$95</u>	<u>\$95</u>	<u>\$95</u>	<u>\$95</u>

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Application Form for Clean Air Funds
Fiscal Year 2002/03

PROJECT TITLE: <u>Route 30 (Fairfield/Suisun Transit)</u>	CATEGORY: Clean Fuels Infrastructure/Vehicles [] Alternative Transportation [] Transit Services [x] Public Education/Information []
---	---

PROJECT APPLICANT:			
Agency/Company Name:	<u>Solano Transportation Authority</u>		
Mailing Address:	<u>One Harbor Center, Suite 130</u> (Street or P.O. Box)		
	<u>Suisun City</u> (City)	<u>CA</u> (State)	<u>94585</u> (Zip Code)
Phone Number:	<u>707-424-6075</u>		
Fax Number:	<u>707-424-6074</u>		

CONTACT PERSON			
Name:	<u>Dan Christians, Assistant Executive Director / Director of Planning</u>		
Mailing Address:	<u>One Harbor Center, Suite 130</u> (Street or P.O. Box)		
	<u>Suisun City</u> (City)	<u>CA</u> (State)	<u>94585</u> (Zip Code)
Phone Number:	<u>707-424-6006</u>		
Fax Number:	<u>707-424-6074</u>		
E-Mail Address:	<u>dchristians@STA-SNCL.com</u>		

BRIEF DESCRIPTION OF PROJECT:
Route 30 is a transit service connecting the cities of Fairfield, Vacaville, Dixon, and Davis along Interstate 80. It is primarily a commuter service for work and school trips. Since September 2000, the STA has contracted with the Fairfield/Suisun Transit System (FST) to operate the service with CNG powered vehicles. It makes four round trips daily and has been in operation since September 1991. A more detailed description is attached.

Note: Please see pages 6 through 10 for additional project specific application requirements.

FUNDING:			
AB2766 Funding (Requested):	\$	<u>20000</u>	
AB8 Funding (Requested):	\$	<u>20000</u>	
Other Funding:	\$	<u>5350</u>	Source: <u>Fares</u>
	\$	<u>14650</u>	<u>BAAQMD</u>
	\$	<u>55000</u>	<u>TDA Shares from Dixon, Fairfield,</u>
	\$		<u>Vacaville, Solano County</u>
TOTAL PROJECT COST	\$	<u>115000</u>	

YOLO-SOLANO AIR QUALITY MANAGEMENT DISTRICT
Application Form for Clean Air Funds
Fiscal Year 2002/03

SIGNATURE:

Signature of Responsible Official: _____

(Original Signature Required/No Photocopies)

Print Name:

Daryl K. Halls, Executive Director, Solano Transportation Authority

NOTE:

The applicant agrees to abide by the "Project Funding Schedule" as contained in the Clean Air Funds application package. The District reserves the right to recommend to the Board of Directors that the application and/or grant award be withdrawn if the "Project Funding Schedule" deadlines are not met.

For multiple projects, duplicate as necessary. An application form is required for each project. Applicants can split funding requirements between categories and do not have to submit separate applications for funds from different categories for the

Read application package carefully. Project category specific information is required. Incomplete applications will not be accepted.



DATE: February 5, 2002
TO: STA Board
FROM: Dan Christians, Assist. Exec. Director/Director for Planning
RE: Napa/Solano Passenger Rail Study
RFP/Scope of Work

Background:

For the past 18 months, the STA and the Napa County Transportation Planning Agency (NCTPA) have been discussing the proposed scope of work and developing a funding strategy to conduct a Napa/Solano Passenger Rail Study. The STA Board initially endorsed the proposed study on April 12, 2000 subject to obtaining the full funding for the study. The study is now fully funded.

In September 2001, the STA Board reviewed and supported a preliminary Scope of Work that has since been revised. The study will primarily look at the ridership, feasibility and cost effectiveness of passenger rail service for commute and/or visitor related travel on existing rail (and abandoned R.O.W.) from Vallejo to Calistoga and from Suisun to Vallejo and Napa through Jameson Canyon.

On January 17, 2002, the STA/NCTPA Joint Subcommittee agreed to release the Request for Proposals (RFP) based on the attached Draft Scope of Work (see attachment).

Discussion:

This initial study is fully funded and will cost about \$450,000. Potential rail service between Calistoga and the Vallejo Intermodal Center and Fairfield-Suisun to Vallejo and Napa through Jamieson Canyon will be studied.

It will include a ridership/freight demand analysis, a service concept, rolling stock analysis, preliminary capital and operating costs, a comparison of rail vs. bus along Jamieson Canyon, a freight enhancement plan, financial assessment, right-of-way needs, a recommendation for a station plan and a proposed service/schedule, proposed transit shuttles to stations and an initial environmental assessment.

The attached Draft Scope of Work has now been completed and is about ready to be released by the STA and the NCTPA. The consultant interviews are to be scheduled between March 6 –13, 2002 and the panel will consist of participating staff members from STA, NCTPA, MTC and the local agencies along the rail corridor. The project is expected to commence on about March 20,

2002 and be completed in about a year. A Rail TAC and the STA/NCTPA joint subcommittee will provide the technical and policy input respectively.

Fiscal Impact

Based on previous direction of the STA Board, STA's contribution of \$115,000 of State Transit Assistance (STAF) and TDA funds will be amended into the revised 2001-02 STA Budget. In next year's 2002-03 budget, \$10,000 (Vallejo's TDA/STAF contribution) will be included. The remaining balance would be provided from NCTPA (\$125,000) and MTC (\$200,000).

Recommendation:

Approve the attached Napa/Solano Passenger Rail Study scope of work.

**DRAFT SCOPE OF WORK
NAPA/SOLANO PASSENGER/FREIGHT RAIL STUDY**

STUDY OBJECTIVES

1. To determine the cost effectiveness of passenger rail service for commute and/or visitor related travel on existing rail (and abandoned R.O.W.) from Vallejo to Calistoga, from Vallejo to Suisun City through Jamieson Canyon, and from Suisun City to Calistoga.
2. To determine the economic feasibility of enhancing rail freight activity to reduce truck traffic on SR/29 and SR/12.
3. To conceptually examine the potential for long range passenger rail connections to Sonoma from Napa and Solano Counties.
4. To prepare a cost comparison of rail verses existing bus service from Vallejo to Calistoga and future bus service from Napa to Fairfield/Suisun.

Work Elements

1.0 Study Scope, Management, Schedule and Public Input Process

- 1.1 Working with the Project Manager review the existing Scope of Work as presented and recommend any necessary changes that will improve the work product and meet the objectives as stated above.
- 1.2 Prepare a revised detailed scope of work, schedule, and milestones for project.
- 1.3 Establish a schedule and process for citizen, agency and organization input.
- 1.4 Meet monthly with the Rail Technical Advisory Committee (TAC), and at least quarterly with the Rail Policy Advisory Committee (RPAC).
- 1.5 Prepare a list of Stakeholders that will need to be informed and updated on the study effort.

Product: Mailing list for TAC, RPAC, and Stakeholders as well as meeting schedule and revised scope of work, schedule, and milestones.

2.0 Rail R.O.W. Ownership

- 2.1 Document rail R.O.W. ownership and list lease agreements currently in existence along Napa and Solano portions of the rail line.
- 2.2 Review ownership and all encumbrances, including easements, along the abandoned R.O.W. between St. Helena and Calistoga, as well as, potential options for alternative R.O.W.
- 2.3 Recommend approach, feasibility, and potential cost of developing rail R.O.W. from St. Helena to Calistoga.
- 2.4 Prepare review of current examples of trackage rights agreements that exist between passenger rail operators and railroads.

Product: Working Paper detailing existing rail ownership, potential for trackage lease agreements, and recommendation on service from St. Helena to Calistoga. Data shall be made available in a GIS format directed by NCTPA.

3.0 Develop Physical Plant and Capital Improvement Plan

- 3.1 Inventory status of existing track (note service speed average 45 mph), bridges, and structures along the Napa and Solano portions of the rail ROW.
- 3.2 List existing grade crossings by type
- 3.3 Determine areas of ROW that would require double tracking for operational (e.g. freight activity) and/or safety reasons.
- 3.4 Determine need for upgrading freight turnout switches for higher speed freight service and any needed space requirements.
- 3.5 Determine optimum site for Maintenance Overlay Yard site(s) for a passenger rail operation.
- 3.6 Determine approach, location, and operator for Rail Dispatching system.

Product: Develop inventory of track, switches, bridges, structures, grade crossings, and double track needs for the rail system. Recommended

Maintenance/Overlay Yard site and approach to rail dispatching. Data shall be made available in a GIS format directed by NCTPA.

4.0 Recommend A Station Plan for Cost Effective Rail Passenger Service

4.1 Based on land use, population, community concern and visitor related activities, and working with NCTPA/STA member agencies determine the optimum locations for rail stations, at a minimum review sites in or near:

- Calistoga
- St. Helena
- Rutherford/Oakville
- Yountville
- Napa/Trancas-Redwood
- Napa/Downtown/Soscol
- Napa South/College
- Napa South/Airport
- American Canyon and American Canyon Proposed Town Center (Fairfield Line)
- Fairfield Red Top Road Intermodal Station
- Solano County - Cordelia
- Suisun City Capitol Corridor Station
- Vallejo Sereno Drive Area
- Vallejo Ferry Terminal

4.2 Develop conceptual rendering of prototype designs for a limited use station (e.g. platform and awning) and a multimodal station (structure), specifying R.O.W. requirements.

4.3 Develop station design guidelines that insure continued freight activity.

4.4 Estimate Capital Cost for recommended set of stations, include ROW.

4.5 Access station spacing and operational productivity.

Product: Recommended set of stations with description of size, structures, and need for parking, transit, and/or bike and pedestrian access. Capital cost for station improvements.

5.0 Evaluate Equipment Requirements

5.1 Evaluate passenger vehicle options and determine most cost-effective and appropriate motive power (diesel/electric/natural gas). Consider air

quality and noise impacts in the recommendation.

5.2 Determine the capital and maintenance costs of recommended rail equipment.

5.3 Determine lead times for equipment acquisition.

Product: Recommended passenger vehicle and motive power. Estimated Capital cost for vehicle purchase to initiate service.

6.0 Estimate Potential Patronage

6.1 Recommend best alternative for estimating passenger rail patronage.

6.2 Review the potential for both commute and/or visitor related passenger rail trips by line (Napa/Solano).

6.3 Separate passenger estimates by weekday and weekend by line.

6.4 Prepare a demand elasticity estimate for patronage at a minimum of three fare levels.

6.5 Forecast passenger user revenue over the first five years of rail operation.

6.6 Recommend fare collection method (barrier free/ticket/pass etc) and estimate initial capital cost.

Patronage: Forecasted estimate of rail passenger ridership for first five years of operation by line. Capital cost estimates for fare collection system. Forecast user revenues over a five-year period.

7.0 Freight Enhancement Opportunities

7.1 Document existing level of rail freight operation by carrier.

7.2 Describe potential additional rail freight business opportunities and actions necessary to protect existing freight operations.

7.3 Identify truck traffic moving on SR 29, Silverado Trail, and SR 12 that could be converted to rail.

- 7.4 Recommend rail freight enhancement policies and actions for NCTPA/STA.

Product: A draft Freight Enhancement plan. The plan should inventory existing freight activity in the two corridors as well as identify costs for improving freight operations.

8.0 Recommend Operating Plan

- 8.1 Develop operating scenarios for both midweek and visitor related weekend services assuming replacement of SR/29/12 core transit service.
- 8.2 Produce draft rail transit schedule.
- 8.3 Integrate Freight Operational planning into passenger schedule planning efforts. Also review potential cost of "positive train control" if applicable to improving freight/passenger operations.
- 8.4 Recommend transit shuttle options to and from key stations

Product: Develop Draft Operations Plan for initial and first five years of enhanced freight and new passenger service by line. Operations plan should establish a passenger timetable, recommended transit station support and actions that improve the nature of freight activity in the corridors.

9.0 Estimate Rail Passenger Capital Operating Costs

- 9.1 Prepare draft passenger rail operating budget.
- 9.2 List necessary rail passenger start up capital costs, including stations and revenue collection equipment.
- 9.3 Make determination of overall feasibility and cost-effectiveness of a commute/and or visitor related rail passenger service, and compare with SR/29/12 core transit service. Consider bus fixed guideway as an alternative.
- 9.4 Describe private-public partnership opportunities for visitor-related travel and grant opportunities for equipment acquisition.

Product: A draft passenger rail operating and capital budget by line, for the first five years of passenger rail operations. Identify operating fund sources by type

including farebox recovery and any potential private fund source. List of all necessary capital improvements by line and type.

10.0 Review Environmental Issues

10.1 Complete an initial environmental assessment of a passenger rail operation, including station site issues.

Product: An Initial Environmental Assessment by Corridor.

11.0 FINAL Napa Solano Passenger Freight Rail Study

Product: All task working papers should be compiled in one final draft Napa Solano Passenger Freight Rail Study for review by interested parties.



DATE: February 5, 2002
TO: STA Board
FROM: Jennifer Tongson, Planning Intern
RE: City of Vacaville TIP Amendments

Background:

In 1999-00 the City of Vacaville was approved for Cycle 2 Federal Surface Transportation Program (STP) funds for various overlay projects. Those funds would need to be obligated prior to September 30, 2002.

The City of Vacaville is requesting to move \$259,000 of programmed Surface Transportation Program (STP) funding from the Davis Street, Beelard Drive, and East Monte Vista Avenue Resurfacing projects (SOL991044, SOL991045, SOL991046, respectively) to the Nut Tree Road Resurfacing project (Alamo Drive to Marshall Road, SOL010010). The northern limits of the Nut Tree Road resurfacing project will be extended to Ulatis Drive from Marshall Road. Each of the three original resurfacing projects will be completed as part of other locally funded projects.

On January, 30, 2002, the STA TAC voted unanimously to approve the TIP Amendments to transfer the funds.

Recommendation:

Authorize the Executive Director to submit the attached TIP Amendments requests from the City of Vacaville to MTC to transfer \$259,000 in STP funds from the Davis Street, Beelard Drive, and East Monte Vista Avenue resurfacing projects to the Nut Tree Road Resurfacing project.

Attachment

COUNCIL MEMBERS
 DAVID A. FLEMING, Mayor
 LEN AUGUSTINE, Vice Mayor
 PAULINE CLANCY
 RISCHA SLADE
 ROB WOOD



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

January 18, 2002

Department of Public Works
 Engineering Services

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

SUBJECT: CITY OF VACAVILLE 2002 TIP AMENDMENT

Dear Dan:

The City of Vacaville respectfully requests to move \$259,000 of programmed Surface Transportation Program (STP) funding from the Davis Street, Beelard Drive, and East Monte Vista Avenue Resurfacing projects to the Nut Tree Road Resurfacing project (Alamo Drive to Marshall Road) extending the northern limits of that segment to Ulatis Drive from Marshall Road. The three resurfacing projects were approved as part of TIP Amendment 01-00 under ID SOL991044, SOL991045, and SOL991046. The Nut Tree Road Resurfacing project was approved as part of TIP Amendment 01-09 under SOL010010.

Each of the three original resurfacing projects will be completed as part of other locally funded projects.

It is our understanding that this request qualifies as an Administrative TIP Amendment. Enclosed are the completed TIP Amendment Request Forms.

Should you have any questions or need additional information, please contact me at (707) 449-5424, or via e-mail at ehuestis@cityofvacaville.com.

Sincerely,

Edward P. Huestis
 Transportation Systems Manager

Enclosures

- c: Paul Hom, Deputy Director of Public Works (Engineering)
- Tracy Rideout, Assistant Engineer
- Johnson Lee, Caltrans Local Assistance Engineer

DEPARTMENTS: *EH:ms(pwr:affc)\general\tsm\docs\grants\STATIPAMD02*
 Area Code (707)

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: February 5, 2002
TO: STA Board
FROM: Jennifer Tongson, Planning Intern
RE: City of Benicia request for changes to the Functional Road Classification System

Background:

Caltrans maintains a Functional Road Classification System for all Solano jurisdictions. It is used to help define the purpose, mileage and some gas tax formulas for state-funded road maintenance. Last year, Caltrans requested all cities and counties provide updates for this road classification system. Caltrans then makes a determination as to whether the requested changes are consistent with the Highway Functional Classification Concepts, Criteria and Procedures developed by FHWA. If the changes are consistent, Caltrans makes the changes to the California Road system maps.

Discussion:

In response to Caltrans request, the city of Benicia submitted comments and corrections to the Caltrans Functional Road Classification Program that have since been submitted to Caltrans and MTC. MTC reviews the applications from the jurisdictions. All applications are required to have a letter of concurrence from the STA.

On January 30, 2002, the STA TAC voted unanimously to recommend the STA authorize the Executive Director to submit a Letter of Concurrence on the changes proposed by the City of Benicia.

The City of Benicia has requested a letter of concurrence to designate the functional classification of 35 changes to their road network.

Recommendation:

Authorize the Executive Director to submit a Letter of Concurrence on the proposed changes to the Caltrans Functional Road Classification Program for the City of Benicia.

Attachment

Ashley Nguyen
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

RE: Request by City of Benicia for 35 changes to the Functional Road Classification Program

Dear Ashley:

On February 13, 2002, the STA Board authorized this letter of concurrence on 35 proposed changes requested by the city of Benicia to the Caltrans Functional Road Classification Program.

If you have any questions, please call Dan Christians at (707) 424-6006.

Sincerely,

Daryl K. Halls
Executive Director

Cc: Michael Throne, City of Benicia
Johnson Lee, Area Engineer, Caltrans District 4

Attachment A

TABLE OF CHANGES
CURRENT AND RECOMMENDED FUNCTIONAL CLASSIFICATIONS
CITY OF BENICIA
 October 18, 2001

Street Name	Current Status	Proposed Status by City of Benicia	Recommended Status by Caltrans
Southampton Rd. /W. 7 th St. (W. Military to Claverie Wy.)	Minor Arterial	Other Principal Arterial	Other Principal Arterial
Industrial Wy. (E. 2 nd St. to Lake Herman Rd. at Egret)	Minor Arterial	Other Principal Arterial	Other Principal Arterial
Lake Herman Rd. (West City Limits to Industrial Wy. at Egret)	Minor Arterial	Other Principal Arterial	Other Principal Arterial
Military East/Adams St. (E. 2 nd St. to Bayshore Rd.)	Minor Arterial	Other Principal Arterial	Other Principal Arterial
New Industrial Way Extension (E. 2 nd St. to Lake Herman Rd.)		Other Principal Arterial	Other Principal Arterial
Connector Rd. (E. 2 nd St. to Park Rd.)		Minor Arterial	Minor Arterial
Park Rd. (Bayshore Rd. to Industrial Wy.)	Collector	Other Principal Arterial	Other Principal Arterial
Park Rd. (Industrial Wy. to E. 2 nd St.)	Collector	Minor Arterial	Minor Arterial
Channel Rd. (Industrial Wy. to Northern terminus)	Local	Collector	Collector
Hillcrest Ave. (E. 2 nd St. to E. 5 th St.)	Collector	Minor Arterial	Minor Arterial
Hillcrest Ave. (E. 5 th St. to East terminus)	Collector	Local	Local
Cambridge Dr. (Rose Dr. to Hastings Dr.)	Collector	Minor Arterial	Minor Arterial
Panorama Dr. (Southampton Rd. to Rose Dr.)	Collector	Minor Arterial	Minor Arterial
Panorama Dr. (Rose Dr. to McCall Dr. near Mizner)	Collector	Local	Local
Chelsea Hills Dr. (Southampton Rd. to Panorama Dr.)	Collector	Minor Arterial	Minor Arterial

TABLE OF CHANGES
CURRENT AND RECOMMENDED FUNCTIONAL CLASSIFICATIONS
CITY OF BENICIA
OCTOBER 18, 2001

Street Name	Current Status	Proposed Status by City of Benicia	Recommended Status by Caltrans
Hastings Dr. (Southampton Rd. to Rose Dr.)	Local	Minor Arterial	Minor Arterial
First St. (K St. to Military)	Local	Minor Arterial	Minor Arterial
First St. (F St. to H St.)	Minor Arterial	Collector	Collector
East D St. (First St. to E. 2 nd St.)	Local	Collector	Collector
East H St. (First St. to E. 5 th St.)	Minor Arterial	Collector	Collector
E. 2 nd St. (E. F St. to E. H St.)	Local	Collector	Collector
E. 2 nd St. (E. D St. to B St.)	Collector	Local	Local
B St. (First St. to E. 2 nd St.)	Collector	Local	Local
W. K St./Claverie/W. J St. (W. Military w/o W. 14 th St. to First St.)	Minor Arterial	Collector	Collector
W. 5 th St. (W. J St. to W. Military)	Local	Collector	Collector
Mills Dr. (Hastings Dr. to Larkin Dr.)	Collector	Local	Local
Brentwood Dr. (Hastings Dr. to Mills Dr.)	Collector	Local	Local
Solano Dr. (Larkin Dr. to Hastings Dr.)	Local/Collector	Collector	Collector
W. 9 th St. (W. K St. to W. L St.)	Collector	Local	Local
W. 3 rd St. (W. J St. to St. Catherine)	Collector	Local	Local
W. 2 nd St. (W. Military to N St.)	Collector	Local	Local
N St. (W. 2 nd St. to E. 2 nd St.)	Collector	Local	Local
McAllister Dr. (Rose Dr. to Kearney St.)	Local	Collector	Collector
Kearney St. (Rose Dr. to McAllister Dr.)	Local	Collector	Collector
Arguello Dr. (Kearney St. to McAllister Dr.)	Local	Collector	Collector



DATE: February 5, 2002
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: TFCA Guideline Changes

Background:

The Solano Transportation Authority is the Program Manager for the BAAQMD's Transportation for Clean Air program and adopts its own TFCA Program Manager funding guidelines based on the BAAQMD guidelines. Last fall, the BAAQMD proposed revisions to the TFCA Policies and Evaluation Criteria Guidelines, these revisions were formalized and are expected to be adopted later this month.

Discussion:

The most substantive revision to the BAAQMD guidelines is the TFCA Cost-Effectiveness criteria. The District proposed to modify the TFCA cost-effectiveness policy to provide greater flexibility to the County Program Managers in programming their 40% share of TFCA funds. Annual expenditure plans for County Program Manager funds must now achieve an *overall* TFCA cost-effectiveness of \$50,000 per ton, calculated on an aggregate basis for all projects included in each County's annual expenditure plan.

In prior years there has usually been some TFCA fund balance because the STA could not qualify enough projects or funding amounts using the prior cost effectiveness criteria. The new guidelines will allow the STA to qualify more projects and/or fund projects at a higher TFCA amount, subject to available funding.

The STA FY 2002-03 TFCA Program Manager Guidelines have been updated with the District's proposed revisions and revised timelines. The revised STA Guidelines are attached for review.

Recommendation:

Approve the STA's revised FY 2002-03 TFCA Program Manager Guidelines.

Attachment



BAY AREA
AIR QUALITY



TRANSPORTATION
FUND FOR
CLEAN AIR

2001-02 2002-03 Solano TFCA Program Guidelines Schedule, Screening, and Selection Process

General Screening Criteria

Projects must be consistent with the Bay Area Air Quality Management District BAAQMD's 1997 2000 Clean Air Plan (CAP) and must be deliverable within 2 years of programming (i.e. within 2 years after initial program funds are received each year by the STA usually in October of the program year). When evaluating project deliverability, an agency's ability to implement previous projects within the allotted time will be reviewed. Also, only projects that would have net reduction in air emissions can be approved. If any questions arise on the evaluation criteria and policies, the BAAQMD program criteria shall supercede these guidelines or questions shall be submitted to BAAQMD staff for a final resolution on eligibility or policies. Sufficient data, as specified in these guidelines, shall be submitted by the applicant to calculate project emission reductions.

Proposed Schedule

2001-02 2002-03 Applications Submitted to STA	3/16/02	3/1/02
Executive Committee Reviews Applications	4/2/02	<i>Week of 4/1/02</i>
STA Board Approves applications	4/11/02	4/10/02
Projects submitted to BAAQMD	4/28/01	4/26/02

Eligible Project Types

The following are eligible project types for TFCA funding subject to BAAQMD TFCA criteria:

- Voluntary trip reduction programs or implementation of ridesharing programs.
- Purchase or lease of clean fuel buses for school districts and transit operators.
- Provision of low emission and/or high ridership feeder bus or shuttle service to rail, ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
- Implementation of rail-bus integration and regional transit information systems.
- Implementation of CNG and electric vehicle demonstration projects.

- Clean air vehicles infrastructure projects for both electric recharging and natural gas facilities.
- Implementation of bicycle facility improvement projects that are included in the adopted Solano Countywide Bicycle Plan or the Solano Congestion Management Program.
- Physical improvements that support “Smart Growth” projects that are identified in an area-specific plan, redevelopment plan, general plan or other similar plan, achieve motor vehicle emission reductions, and implement a transportation control measure.

General Evaluation Criteria

1. Priority will be given to those projects that have the highest amount of local or non-TFCA matching funds.
2. Priority will be given to those projects having regional or subregional benefit (e.g. projects benefiting two or more jurisdictions or transportation systems).
3. Priority will be given to projects which have the greatest benefit to the reduction of vehicle trips and net reduction of air quality emissions (see attached lists of applicable data needed to calculate this information).
4. Based on the data submitted, All projects must ~~not exceed a funding effectiveness of~~ *achieve an overall TFCA cost effectiveness of \$50,000 TFCA per ton of emissions based on BAAQMD criteria calculated on a countywide aggregate basis.*
5. For sponsors requesting continued funding, all required monitoring reports and signed funding agreements shall have been received.
6. All trip reduction or implementation of ridesharing programs must have clearly defined services including such activities as carpool matching, vanpool program support, direct employer services and a monitoring program to accurately identify number of trips reduced each fiscal year.
7. All transit coordination and information programs must directly support and implement the recommendations of the 1998 5-Year Solano Intercity Transit Plan and/or 1995 Intercity Transit Concept Plan *the pending 2002 Transit Element of the Solano Comprehensive Transportation Plan.*

Proposed Project Scoring and Selection Process

The Executive Committee of the STA will evaluate each application and achieve a consensus recommendation for each project. Then final recommendations will be made to the STA Board. Backup projects will also be allowed in case any recommended projects that are not approved by the BAAQMD.

Throughout the project review process, the committee will also consider each project's potential for competing in the discretionary regional (60%) funding process. The committee may recommend that certain projects compete in the regional program.

As part of the application, each project sponsor is requested to answer each of the questions related to the following scoring categories:

I. Project Effectiveness (up to 70 points)

This criterion will help to evaluate projects based on the extent to which the project is effective in reducing vehicle trips, improving air quality and meeting other program goals. Project sponsors are asked to complete the attached worksheets that explain how the project will be implemented and the benefits that can be expected. ***Projects An Individual project may not only exceed a funding effectiveness threshold of \$50,000 or more of TFCA \$ funds per ton of air emissions if it does not negatively result in exceeding the overall aggregate cost effective threshold of \$50,000 for the entire TFCA Program.*** In order to calculate the amount of expected air emissions, please submit applicable information for the following eligible categories:

Trip Reduction/Implementation of Ridesharing

- Projected total annual number of vehicle trips reduced (one-way)
- Average length of reduced trip (one-way)
- Explanation of how vehicle trips and trip length were determined

Shuttle Buses/Feeder Buses

- Shuttle bus routes should serve either a rail station, airport, or ferry terminal
- Description of shuttle/feeder bus service: type of buses used, year built, fuel type, route length, number of one-way bus trips a day, schedule
- Projected one year operational data: average daily ridership, total annual boardings, miles of service
- Projected annual number of vehicle trips reduced (one-way)
- Estimated prior mode of patrons (i.e. % drive alone)
- Projected percent of patrons making vehicle trip to access transit
- Expected length of vehicle trips to access transit
- Explanation of how # of vehicle trips and trip length were determined
- Diesel shuttle bus routes are unlikely to be funded unless there is substantial ridership (i.e. new buses and more that 75% occupancy per average trip)

Clean Air Transit and School Vehicles

- Number of vehicles to be purchased
- Type (CNG, electric, hybrid etc.)
- Passenger size
- Per vehicle cost of vehicles

- Incremental cost of the clean air vehicle(s) as compared to purchase price of a conventional vehicle
- Average annual mileage of vehicles being replaced

Bicycle Projects

- For construction of path, trails or bridges (Class I), bicycle lanes (Class II) or bike routes (Class III) and be consistent with the California Highway Design Manual.
- Projects may also include bicycle racks (including bike racks on buses), bicycle lockers, bicycle storage facilities or police bikes (electric or non-electric).
- Bike routes should serve regional, sub-regional or multi-jurisdictional travel demand.
- Must reduce a sufficient amount of daily vehicle trips to comply with BAAQMD funding effectiveness standards for bike routes
- Bike routes must be included in the Solano Countywide Bicycle Plan or Solano Congestion Management Program.

Arterial Management Projects

- Provide Location of Project
- Segment Length (miles)
- Time Period (describe expected time over which speeds will be increased)
- Traffic must be at least 20,000 average daily traffic volume (w/o project)
- Provide Travel Speed w/o project
- Days/yr project would affect traffic
- Traffic volume w/Project
- Travel Speed w/Project
- Projects may not include routine maintenance

Rail-Bus Integration and Transit Information Systems

- Detailed description of proposed rail-bus integration and/or transit information systems
- Proposed products and estimated one year cost estimate for each one such as the following:
 1. Printing and/or distribution of intercity transit map and copies
 2. 1-800 transit information number and transit information and trip planning assistance
 3. Transit kiosks
 4. Transit incentives
 5. Park-and-ride information and support facilities
 6. Web site for transit information, ridesharing or trip planning
 7. Promotional campaign to encourage ridership on rail or intercity transit systems
 8. Annual ridership survey to determine the change in mode as result of any of the above efforts

- Describe total overall bus-rail system, one-way length of combined routes, average number of daily one-way trips for the entire system or systems.
- Projected one year operational data for the overall system (or systems):
- Average daily ridership
- Total average days per year of service
- Total average annual boardings
- Total average annual vehicle miles of service
- Projected daily number of vehicle trips reduced (one-way)
- Estimated prior mode of patrons (i.e. % drive alone)
- Projected percent of patrons making vehicle trip to access shuttle/feeder bus or park >n ride facilities
- Expected average length of vehicle trips to access rail, transit or park >n ride facilities
- Explanation of how # of vehicle trips and trip length were determined

Clean Air Vehicle Demonstrations (i.e. electric vehicles for public fleets)

- ~~TFCA funding shall be the incremental cost of the clean air vehicle and not exceed \$8,000 for zero emission vehicles.~~
- *For clean air vehicles with of gross vehicle weight of 10,000 pounds or less. TFCA funding shall be no more than the following funding incentive amount:*

<i>Eligible Vehicle</i>	<i>TFCA Funding Amount Per Vehicle**</i>
<i>Ultra Low Emission Vehicle (ULEV)</i>	<i>\$2,000</i>
<i>Super Low Emission Vehicle (SULEV)</i>	<i>\$4,500</i>
<i>Highway Zero Emission Vehicle</i>	<i>\$6,000</i>
<i>City Zero Emission Vehicle</i>	<i>\$3,000</i>
<i>Neighborhood Zero Emission Vehicle</i>	<i>\$1,500</i>
<i>Three-wheel Zero Emission Vehicle</i>	<i>\$1,500</i>
<i>Hybrid electric vehicles (ULEV or SULEV)</i>	<i>\$1,000</i>

For clean air vehicle projects with a gross vehicle weight of more than 10,000 pounds, projects sponsors may receive no more than the incremental cost of the cleaner vehicle.

Clean Air Vehicles Infrastructure Projects

- The maximum amount of funding is limited to the amount necessary to satisfy the recharging demand created by the demonstration project.
- After satisfying the project needs, the recharging facility must be accessible, to the extent feasible, to other public agencies, private fleets and the general public.
- Funds may be used for both electric recharging and natural gas refueling infrastructure.

II. Regional or Corridor Benefit (up to 20 points)

Does the project have regional benefit (i.e. benefits more than one jurisdiction, promotes regional transportation systems or supports a major transportation corridor)? Does the project support transportation and land use policies and programs that support the region's air quality objectives, particularly those that reduce air pollution from motor vehicles. Describe those benefits and the regional area or corridor benefits.

III. Matching Funds (Up to 10 points)

Does the project, route or system have other matching funds or would it be 100% funded with TFCA funds? Preference will be given to projects which utilize other local, regional, state or federal, matching funds, which work with TFCA funds to leverage a larger project.



DATE: February 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STA Priority Projects for
Federal Funding

Background:

In 1991, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) was enacted with significant federal funding flexibility and a greater emphasis placed on regional decision-making and the importance of local consensus and prioritization. In 1998, the successor to ISTEA, titled the Transportation Equity Act for the 21st Century (TEA-21), continued and expanded the flexibility created under ISTEA. The programming under TEA-21 has been completed and the program expires in September 2003. Projects funded under these programs have included the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality (CMAQ) funds, and a few earmarks for specified demonstration projects, particularly regional and multi-modal projects.

On October 11, 2000, the STA Board adopted a short list of three federal priority projects:

1. I-80/680 Interchange
2. Jepson Parkway
3. Baylink Ferry and Support Facilities

The mark-up process provides an opportunity for funding various federal demonstration projects. As part of the funding authorized under TEA-21, Solano County received over \$14 million in demonstration funds for the Jepson Parkway project and last year, Congress approved \$2 million for the Baylink Ferry Intermodal Station in Vallejo.

Discussion:

The next federal transportation reauthorization legislation is scheduled to be developed during 2002 and become effective in October 2003. Several STA Board members will be going to Washington DC later this year to advocate for this new federal funding.

Although the STA is in the process of developing priority projects as part of the Comprehensive Transportation Plan, it is critical that the STA maintain a short list of key priority projects to submit to Solano's federal legislators for consideration of federal demonstration funds.

In addition to maintaining the three previous federal priority projects listed above, it is recommended that the Fairfield/Vacaville Rail Station be added to the list. This project was supported by the STA as the next priority station on the Capitol Corridor in June 2001. Although Phase 1 improvements were funded by the STA, and the cities of Fairfield and Vacaville with 2002 RTIP and local funds, it is expected that there will be a need to provide Phase 2 improvements including additional bike, pedestrian, transit and track improvements and an approximately 400-space parking garage to meet the long term demand at this station.

Staff believes that this rail station is the type of multi-modal project that could compete well for a federal earmark and annual appropriations. Developing consensus support around this project, in addition to the three other previously approved federal priority projects, will provide staff with the time necessary to prepare project support data and begin working with members of Solano County's federal legislative delegation prior to the completion of the federal mark-up process.

STA staff has requested the project sponsor provide the STA Board with a status report on the rail station in April 2002. Attached is a letter from the City of Fairfield providing an initial status of the project and a preliminary site plan.

Recommendation:

Approve the Fairfield/Vacaville Rail Station as a fourth priority project for federal reauthorization and appropriation funds.

Attachment



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

JAN 24 11:21

Department of Public Works

January 24, 2001

COUNCIL

Mayor
Korin 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 Stepanicich
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

•••

Fire
707.428.7375

•••

Human Resources
707.428.7394

•••

Planning &
Development
707.428.7461

•••

Police
707.428.7551

•••

Public Works
707.428.7485

Dan Christians
Assistant Executive Director/Director for Planning
Solano Transportation Authority
One Harbor Center Ste 130
Suisun City CA 94585

SUBJECT: Fairfield/Vacaville Train Station - Progress Report

Dear Dan:

This letter serves as a progress report for the Fairfield/Vacaville Train Station.

BACKGROUND:

As you know, the project is located at the southeast corner of the intersection of Peabody Road and Vanden Road. Attached is a location map of the project site for your reference.

The Train Station is a transit-oriented development at the crossroads of Jepson Parkway and Peabody Road near Interstate Route 80 and Air Base Parkway. A site master plan for the initial development is also attached. This project will provide access to rail service on the Capitol Corridor for residents of Fairfield, Vacaville and Suisun City. It will relieve traffic congestion along the Interstate Route 80 corridor. Furthermore, it will reduce vehicle trips and improve regional air quality.

The initial development will include site improvements for a bus transfer facility, parking for approximately 200 vehicles, and railroad improvements for a passenger platform and track work. The Train Station will have multi-level structure for commercial and office uses and parking for 600 vehicles at ultimate development.

PROJECT STATUS:

In 2001, the City of Fairfield acquired the 6-acre site using a portion of funds from a \$900,000 grant from Caltrans. The balance of the grant funds from Caltrans in the amount of approximately \$130,000 is currently being used to perform preliminary engineering and related design for the development of the initial site

development and track configuration. It is expected the this preliminary engineering phase will be complete this year pending planning and environmental approvals from the City of Fairfield as well as concurrence on the track configuration from the Union Pacific Railroad Company (UP) and the Capital Corridor Joint Powers Authority (JPA).

Construction of the initial site development work is anticipated to occur in the year 2004 pending approvals from UP and JPA and other affected agencies as well as the availability of additional project funding. Additional project funding is needed to complete the initial development.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Raymond D. Chong', with a long horizontal flourish extending to the right.

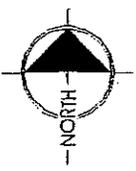
Raymond D. Chong, P.E.
Assistant Director of Public Works - Transportation

Cc: Gian Aggarwal, City of Vacaville
Kevin Daughton, Transportation Manager
Jim Zumwalt, Zumwalt Engineering Group

FAIRFIELD / VACAVILLE TRAIN STATION LOCATION MAP

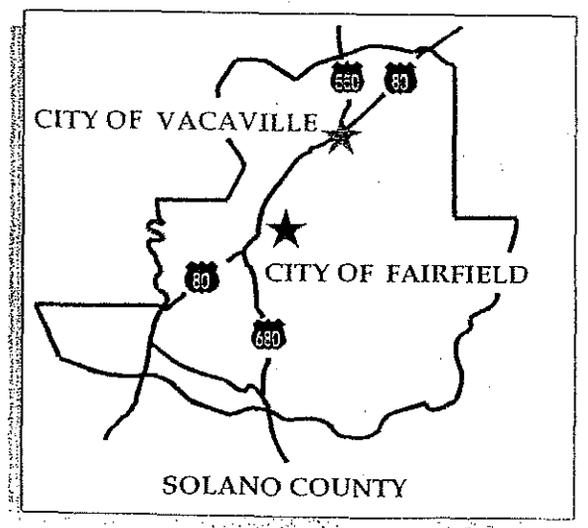
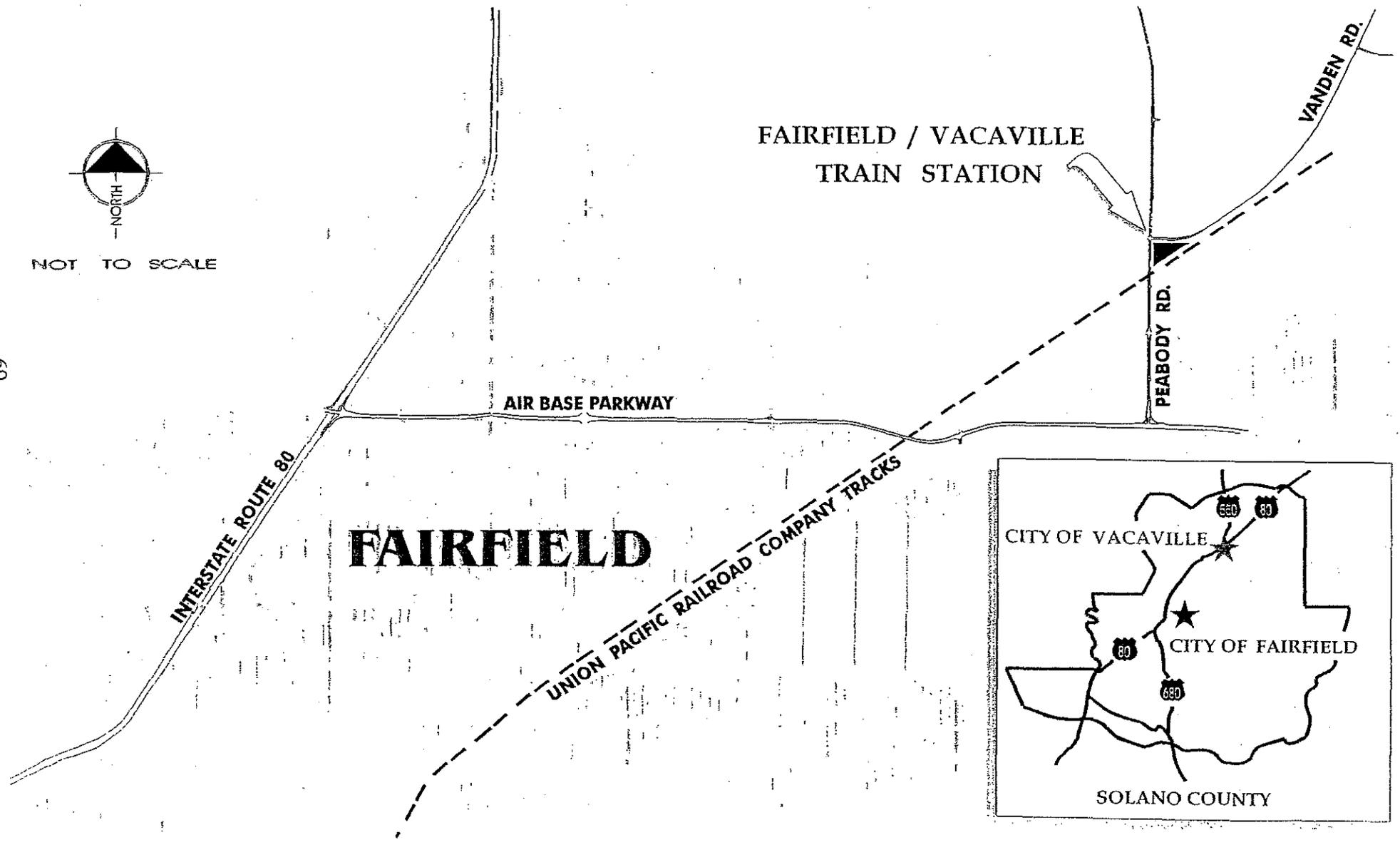
VACAVILLE

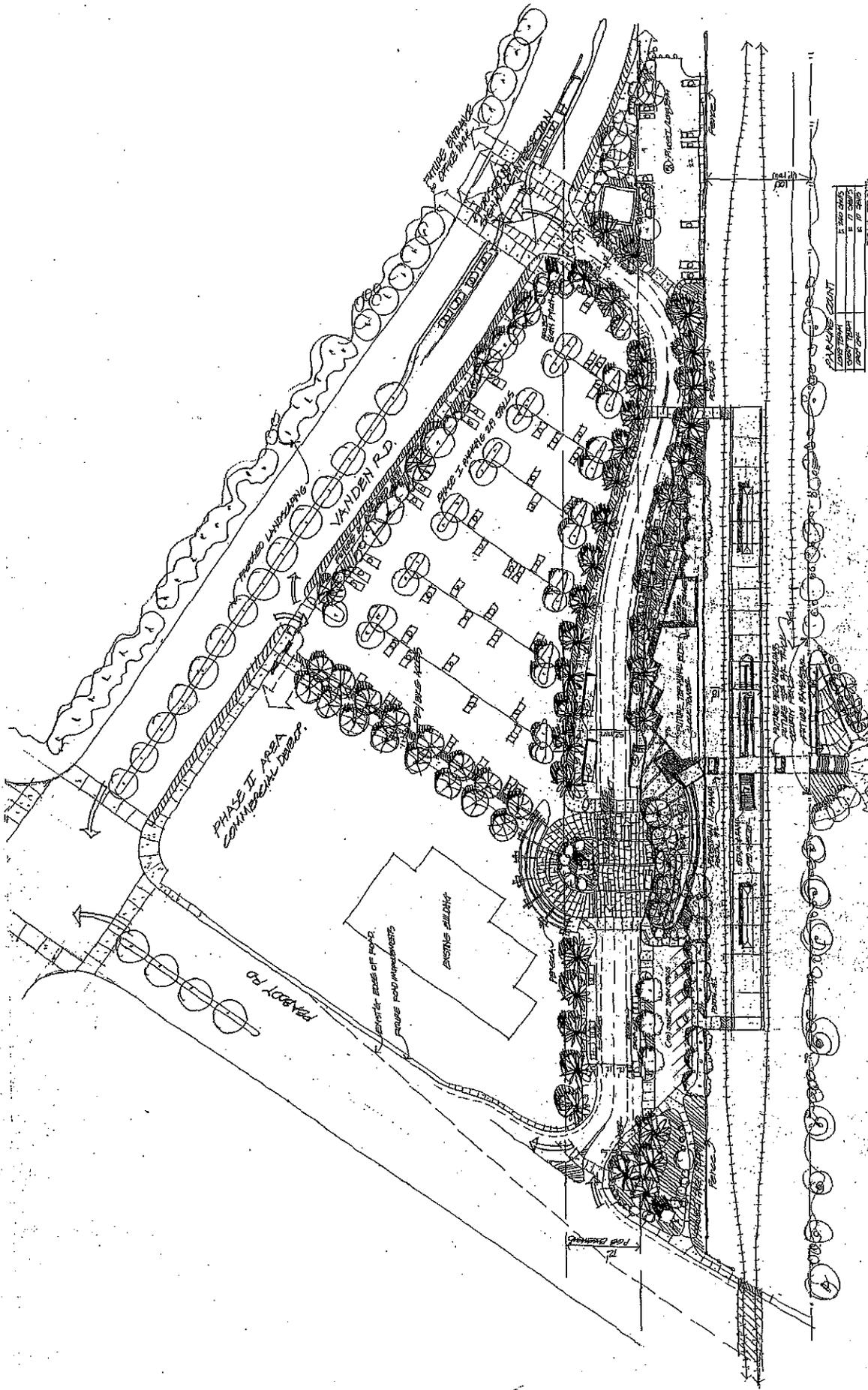
FAIRFIELD / VACAVILLE
TRAIN STATION



NOT TO SCALE

69





CITY OF VACAVILLE	
DATE	11/11/2011
BY	THOMPSON & ASSOCIATES
PROJECT	FAIRFIELD/VACAVILLE
SCALE	AS SHOWN

FAIRFIELD / VACAVILLE

SITE MASTER PLAN / ALTERNATE B



Thompson & Associates
 11111
 11111



DATE: February 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Prop 42 Funding Projections and STA Support

Background:

In the 2000 legislative year, the State Legislature passed AB 2928 that dedicated the sales tax on gasoline from the State General Fund to transportation for a period of five years beginning in 2001/02. These funds are dedicated to a series of projects titled the Transportation Congestion Relief Program (TCRP). Additional funds remaining are then allocated to three additional transportation programs by a 40% (STIP), 40% (local roads), and 20% (state transit operating) split. Last year, the State Legislature postponed the five-year TCRP program for two years, with the exception of the local road-funding component.

Discussion:

Last year as part of the approval of the State Budget, the State Legislature approved Assembly Constitutional Amendment 4 placing Proposition 42 on the ballot. If approved by California's voters in March 2002, Proposition 42 would permanently dedicate the sales tax on gasoline revenues to transportation through a 40% STIP, 40% local roads, and 20% transit operation formula beginning in Fiscal Year 2008/09. For Solano County from FY 2008/08 to 2025/2026, this would consist of an estimated \$122 million in STIP funds, \$133 million for local road rehabilitation (for all seven cities and Solano County), and \$22 million in transit operating funds (split among Solano County's transit operators based on MTC's Revenue and Population based Regional Transit policies). Attached are funding projections (on an annual basis and cumulative for FY 2008/08-2025/2026) for Proposition 42 (ACA 4). If approved, this would help lessen by \$277 million Solano County's projected \$2 billion shortfall (see draft CTP provided in March 2002) in transportation funds projected through 2025.

This proposition is highlighted in item # 9 of the STA's Legislative Priorities and is consistent with item #1 of the same list and VI.5 of the draft Legislative Platform pertaining to transportation funding. This item was reviewed by the STA TAC on January 30, 2002 and was forwarded unanimously to the STA Board with a recommendation of support.

Recommendation:

Support the passage of Proposition 42 and authorize the STA Chair to forward a letter of support.

Attachment

Proposition 42 (ACA 4) Projections

PROPOSITION 42 (ACA 4)* STIP FUND PROJECTIONS

(Numbers in Thousands and 2001 Dollar)

RTP YEARS =====>> (post-TCRP period)	FY 2008-09 to FY 2025-26 Totals
Bay Area ITIP Funding Projections**	\$626,817
Bay Area STIP Projections	
Alameda	\$408,216
Contra Costa	\$254,295
Marin	\$84,127
Napa	\$47,919
San Francisco	\$219,791
San Mateo	\$222,177
Santa Clara	\$479,834
Solano	\$122,402
Sonoma	\$147,935
Region	\$1,986,695

*ACA 4 would make the shift of sales tax on gasoline to transportation permanent.

ACA 4 will be put on the ballot for voter consideration in March 2002. If approved, it would go into effect in FY 2003-04.

From FY 2003-04 to FY 2008-08, the funds would flow to the Traffic Congestion Relief Program.

** ITIP funding is competitive statewide, and the estimates are based on Bay Area's historical share of 17%.

Proposition 42 (ACA 4) Projections

PROPOSITION 42 (ACA4)* STREET AND ROAD FUNDING PROJECTIONS

(Numbers in Thousands and 2001 Dollar)

Streets and Roads Funding Distribution Formula:

50% to Counties

-of which 75% based on vehicle registration

25% based on county roads

50% to Cities based on Population

RTP YEARS (post TCRP period)	FY 2008-09 to FY 2025-26 TOTAL
TOTAL COUNTY AND CITY SHARES FOR EACH COUNTY	
Alameda	\$407,288
Contra Costa	\$268,462
Marin	\$79,703
Napa	\$50,739
San Francisco	\$241,802
San Mateo	\$228,127
Santa Clara	\$509,893
Solano	\$133,037
Sonoma	\$165,241
Region	\$2,084,292

DETAIL - Distribution to the Counties	
Alameda	\$162,839
Contra Costa	\$129,556
Marin	\$46,195
Napa	\$33,084
San Francisco	\$93,155
San Mateo	\$104,597
Santa Clara	\$207,985
Solano	\$63,555
Sonoma	\$110,540
Region	\$951,507

DETAIL - Distribution to the Cities	
ALAMEDA	
ALAMEDA	\$13,746
ALBANY	\$3,338
BERKELEY	\$20,478
DUBLIN	\$5,397
EMERYVILLE	\$1,368
FREMONT	\$38,285
HAYWARD	\$24,013
LIVERMORE	\$13,840
NEWARK	\$8,039
OAKLAND	\$75,198

Proposition 42 (ACA 4) Projections

RTP YEARS (post TCRP period)	FY 2008-09 to FY 2025-26 TOTAL
PIEDMONT	\$2,181
PLEASANTON	\$12,091
SAN LEANDRO	\$14,178
UNION CITY	\$12,298
TOTAL - ALAMEDA COUNTY CITIES	\$244,449
CONTRA COSTA	
ANTIOCH	\$15,325
BRENTWOOD	\$3,770
CLAYTON	\$2,087
CONCORD	\$21,531
DANVILLE	\$7,503
EL CERRITO	\$4,475
HERCULES	\$3,620
LAFAYETTE	\$4,560
MARTINEZ	\$6,882
MORAGA	\$3,150
Orinda	\$3,263
PINOLE	\$3,498
PITTSBURG	\$9,966
PLEASANT HILL	\$6,187
RICHMOND	\$17,638
SAN PABLO	\$5,030
SAN RAMON	\$8,405
WALNUT CREEK	\$12,016
TOTAL -CONTRA COSTA CITIES	\$138,906
MARIN	
BELVEDERE	\$434
CORTE MADERA	\$1,706
FAIRFAX	\$1,349
LARKSPUR	\$2,247
MILL VALLEY	\$2,651
NOVATO	\$8,979
ROSS	\$434
SAN ANSELMO	\$2,341
SAN RAFAEL	\$10,229
SAUSALITO	\$1,471
TIBURON	\$1,664
TOTAL - MARIN COUNTY CITIES	\$33,508
NAPA	
AMERICAN CANYON	\$1,735
CALISTOGA	\$925
NAPA	\$13,144
ST HELENA	\$1,147
YOUNTVILLE	\$703
TOTAL - NAPA COUNTY CITIES	\$17,654

Proposition 42 (ACA 4) Projections

RTP YEARS (post TCRP period)	FY 2008-09 to FY 2025-26 TOTAL
SAN FRANCISCO	
SAN FRANCISCO	\$148,647
TOTAL - SAN FRANCISCO	\$148,647
SAN MATEO	
ATHERTON	\$1,415
BELMONT	\$4,908
BRISBANE	\$636
BURLINGAME	\$5,510
COLMA	\$241
DALY CITY	\$19,594
EAST PALO ALTO	\$4,804
FOSTER CITY	\$5,773
HALF MOON BAY	\$2,106
HILLSBOROUGH	\$2,181
MENLO PARK	\$5,933
MILLBRAE	\$4,062
PACIFICA	\$7,653
PORTOLA VALLEY	\$863
REDWOOD CITY	\$14,404
SAN BRUNO	\$7,823
SAN CARLOS	\$5,406
SAN MATEO	\$17,695
SOUTH SAN FRANCISCO	\$11,452
WOODSIDE	\$1,072
TOTAL - SAN MATEO COUNTY CITIES	\$123,529
SANTA CLARA	
CAMPBELL	\$7,493
CUPERTINO	\$8,960
GILROY	\$7,343
LOS ALTOS	\$5,359
LOS ALTOS HILLS	\$1,551
LOS GATOS	\$5,688
MILPITAS	\$12,091
MONTE SERENO	\$647
MORGAN HILL	\$5,999
MOUNTAIN VIEW	\$14,141
PALO ALTO	\$11,508
SAN JOSE	\$170,949
SANTA CLARA	\$19,312
SARATOGA	\$5,876
SUNNYVALE	\$24,991
TOTAL - SANTA CLARA COUNTY CITIES	\$301,908
SOLANO	
BENICIA	\$5,397
DIXON	\$2,839
FAIRFIELD	\$17,375

Proposition 42 (ACA 4) Projections

RTP YEARS (post TCRP period)	FY 2008-09 to FY 2025-26 TOTAL
RIO VISTA	\$818
SUISUN CITY	\$5,030
VACAVILLE	\$16,811
VALLEJO	\$21,211
TOTAL - SOLANO COUNTY CITIES	\$69,481
SONOMA	
CLOVERDALE	\$1,142
COTATI	\$1,279
HEALDSBURG	\$1,880
PETALUMA	\$9,722
ROHNERT PARK	\$7,531
SANTA ROSA	\$26,081
SEBASTOPOL	\$1,486
SONOMA	\$1,744
WINDSOR	\$3,836
TOTAL - SONOMA COUNTY CITIES	\$54,701
REGIONAL TOTAL - CITIES	\$1,132,785

*ACA 4 would make the shift of sales tax on gasoline to transportation permanent.

ACA 4 will be put on the ballot for voter consideration in March 2002. If approved, it would go into effect from FY 2003-04 to FY 2008-08, the funds would flow to the Traffic Congestion Relief Program.

PROPOSITION 42 (ACA 4) STREET AND ROAD FUNDING PROJECTIONS
(Numbers in Thousands and 2001 Dollars)

Streets and Roads Funding Distribution Formula:
50% to Counties
-of which 75% based on vehicle registration
25% based on county roads
50% to Cities based on Population

TOTAL COUNTY AND CITY AREAS FOR EACH COUNTY	FUNDING BY YEAR																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Alameda	548,228	519,119	512,576	510,526	503,351	502,645	501,011	501,454	501,831	502,169	502,532	502,914	503,314	503,724	504,151	504,594	505,053	505,526	506,014	506,516	507,032	507,562	508,105	508,661	509,228	509,806	510,395	510,995	511,605	512,225	512,855	513,494	514,142	514,800	515,467	516,143	516,828	517,521	518,221	518,928	519,641	520,360	521,085	521,816	522,552	523,293	524,039	524,790	525,546	526,307	527,073	527,844	528,620	529,401	530,187	530,978	531,774	532,575	533,381	534,192	535,008	535,829	536,654	537,484	538,318	539,157	540,001	540,850	541,703	542,560	543,422	544,288	545,158	546,032	546,910	547,792	548,678	549,568	550,461	551,358	552,258	553,161	554,067	554,976	555,887	556,800	557,715	558,632	559,551	560,472	561,395	562,320	563,247	564,176	565,107	566,040	566,975	567,912	568,851	569,791	570,732	571,675	572,620	573,567	574,516	575,467	576,419	577,373	578,328	579,285	580,244	581,204	582,165	583,128	584,092	585,058	586,025	586,994	587,964	588,936	589,909	590,883	591,858	592,834	593,811	594,790	595,770	596,751	597,733	598,716	599,701	600,687	601,674	602,662	603,651	604,641	605,632	606,624	607,617	608,611	609,606	610,602	611,600	612,599	613,599	614,599	615,599	616,599	617,599	618,599	619,599	620,599	621,599	622,599	623,599	624,599	625,599	626,599	627,599	628,599	629,599	630,599	631,599	632,599	633,599	634,599	635,599	636,599	637,599	638,599	639,599	640,599	641,599	642,599	643,599	644,599	645,599	646,599	647,599	648,599	649,599	650,599	651,599	652,599	653,599	654,599	655,599	656,599	657,599	658,599	659,599	660,599	661,599	662,599	663,599	664,599	665,599	666,599	667,599	668,599	669,599	670,599	671,599	672,599	673,599	674,599	675,599	676,599	677,599	678,599	679,599	680,599	681,599	682,599	683,599	684,599	685,599	686,599	687,599	688,599	689,599	690,599	691,599	692,599	693,599	694,599	695,599	696,599	697,599	698,599	699,599	700,599	701,599	702,599	703,599	704,599	705,599	706,599	707,599	708,599	709,599	710,599	711,599	712,599	713,599	714,599	715,599	716,599	717,599	718,599	719,599	720,599	721,599	722,599	723,599	724,599	725,599	726,599	727,599	728,599	729,599	730,599	731,599	732,599	733,599	734,599	735,599	736,599	737,599	738,599	739,599	740,599	741,599	742,599	743,599	744,599	745,599	746,599	747,599	748,599	749,599	750,599	751,599	752,599	753,599	754,599	755,599	756,599	757,599	758,599	759,599	760,599	761,599	762,599	763,599	764,599	765,599	766,599	767,599	768,599	769,599	770,599	771,599	772,599	773,599	774,599	775,599	776,599	777,599	778,599	779,599	780,599	781,599	782,599	783,599	784,599	785,599	786,599	787,599	788,599	789,599	790,599	791,599	792,599	793,599	794,599	795,599	796,599	797,599	798,599	799,599	800,599	801,599	802,599	803,599	804,599	805,599	806,599	807,599	808,599	809,599	810,599	811,599	812,599	813,599	814,599	815,599	816,599	817,599	818,599	819,599	820,599	821,599	822,599	823,599	824,599	825,599	826,599	827,599	828,599	829,599	830,599	831,599	832,599	833,599	834,599	835,599	836,599	837,599	838,599	839,599	840,599	841,599	842,599	843,599	844,599	845,599	846,599	847,599	848,599	849,599	850,599	851,599	852,599	853,599	854,599	855,599	856,599	857,599	858,599	859,599	860,599	861,599	862,599	863,599	864,599	865,599	866,599	867,599	868,599	869,599	870,599	871,599	872,599	873,599	874,599	875,599	876,599	877,599	878,599	879,599	880,599	881,599	882,599	883,599	884,599	885,599	886,599	887,599	888,599	889,599	890,599	891,599	892,599	893,599	894,599	895,599	896,599	897,599	898,599	899,599	900,599	901,599	902,599	903,599	904,599	905,599	906,599	907,599	908,599	909,599	910,599	911,599	912,599	913,599	914,599	915,599	916,599	917,599	918,599	919,599	920,599	921,599	922,599	923,599	924,599	925,599	926,599	927,599	928,599	929,599	930,599	931,599	932,599	933,599	934,599	935,599	936,599	937,599	938,599	939,599	940,599	941,599	942,599	943,599	944,599	945,599	946,599	947,599	948,599	949,599	950,599	951,599	952,599	953,599	954,599	955,599	956,599	957,599	958,599	959,599	960,599	961,599	962,599	963,599	964,599	965,599	966,599	967,599	968,599	969,599	970,599	971,599	972,599	973,599	974,599	975,599	976,599	977,599	978,599	979,599	980,599	981,599	982,599	983,599	984,599	985,599	986,599	987,599	988,599	989,599	990,599	991,599	992,599	993,599	994,599	995,599	996,599	997,599	998,599	999,599	1,000,599	1,001,599	1,002,599	1,003,599	1,004,599	1,005,599	1,006,599	1,007,599	1,008,599	1,009,599	1,010,599	1,011,599	1,012,599	1,013,599	1,014,599	1,015,599	1,016,599	1,017,599	1,018,599	1,019,599	1,020,599	1,021,599	1,022,599	1,023,599	1,024,599	1,025,599	1,026,599	1,027,599	1,028,599	1,029,599	1,030,599	1,031,599	1,032,599	1,033,599	1,034,599	1,035,599	1,036,599	1,037,599	1,038,599	1,039,599	1,040,599	1,041,599	1,042,599	1,043,599	1,044,599	1,045,599	1,046,599	1,047,599	1,048,599	1,049,599	1,050,599	1,051,599	1,052,599	1,053,599	1,054,599	1,055,599	1,056,599	1,057,599	1,058,599	1,059,599	1,060,599	1,061,599	1,062,599	1,063,599	1,064,599	1,065,599	1,066,599	1,067,599	1,068,599	1,069,599	1,070,599	1,071,599	1,072,599	1,073,599	1,074,599	1,075,599	1,076,599	1,077,599	1,078,599	1,079,599	1,080,599	1,081,599	1,082,599	1,083,599	1,084,599	1,085,599	1,086,599	1,087,599	1,088,599	1,089,599	1,090,599	1,091,599	1,092,599	1,093,599	1,094,599	1,095,599	1,096,599	1,097,599	1,098,599	1,099,599	1,100,599	1,101,599	1,102,599	1,103,599	1,104,599	1,105,599	1,106,599	1,107,599	1,108,599	1,109,599	1,110,599	1,111,599	1,112,599	1,113,599	1,114,599	1,115,599	1,116,599	1,117,599	1,118,599	1,119,599	1,120,599	1,121,599	1,122,599	1,123,599	1,124,599	1,125,599	1,126,599	1,127,599	1,128,599	1,129,599	1,130,599	1,131,599	1,132,599	1,133,599	1,134,599	1,135,599	1,136,599	1,137,599	1,138,599	1,139,599	1,140,599	1,141,599	1,142,599	1,143,599	1,144,599	1,145,599	1,146,599	1,147,599	1,148,599	1,149,599	1,150,599	1,151,599	1,152,599	1,153,599	1,154,599	1,155,599	1,156,599	1,157,599	1,158,599	1,159,599	1,160,599	1,161,599	1,162,599	1,163,599	1,164,599	1,165,599	1,166,599	1,167,599	1,168,599	1,169,599	1,170,599	1,171,599	1,172,599	1,173,599	1,174,599	1,175,599	1,176,599	1,177,599	1,178,599	1,179,599	1,180,599	1,181,599	1,182,599	1,183,599	1,184,599	1,185,599	1,186,599	1,187,599	1,188,599	1,189,599	1,190,599	1,191,599	1,192,599	1,193,599	1,194,599	1,195,599	1,196,599	1,197,599	1,198,599	1,199,599	1,200,599	1,201,599	1,202,599	1,203,599	1,204,599	1,205,599	1,206,599	1,207,599	1,208,599	1,209,599	1,210,599	1,211,599	1,212,599	1,213,599	1,214,599	1,215,599	1,216,599	1,217,599	1,218,599	1,219,599	1,220,599	1,221,599	1,222,599	1,223,599	1,224,599	1,225,599	1,226,599	1,227,599	1,228,599	1,229,599	1,230,599	1,231,599	1,232,599	1,233,599	1,234,599	1,235,599	1,236,599	1,237,599	1,238,599	1,239,599	1,240,599	1,241,599	1,242,599	1,243,599	1,244,599	1,245,599	1,246,599	1,247,599	1,248,599	1,249,599	1,250,599	1,251,599	1,252,599	1,253,599	1,254,599	1,255,599	1,256,599	1,257,599	1,258,599	1,259,599	1,260,599	1,261,599	1,262,599	1,263,599	1,264,599	1,265,599	1,266,599	1,267,599	1,268,599	1,269,599	1,270,599	1,271,599	1,272,599	1,273,599	1,274,599	1,275,599	1,276,599	1,277,599	1,278,599	1,279,599	1,280,599	1,281,599	1,282,599	1,283,599	1,284,599	1,285,599	1,286,599	1,287,599	1,288,599	1,289,599	1,290,599	1,291,599	1,292,599	1,293,599	1,294,599	1,295,599	1,296,599	1,297,599	1,298,599	1,299,599	1,300,599	1,301,599	1,302,599	1,303,599	1,304,599	1,305,599	1,306,599	1,307,599	1,308,599	1,309,599	1,310,599	1,311,599	1,312,599	1,313,599	1,314,599	1,315,599	1,316,599	1,317,599	1,318,599	1,319,599	1,320,599	1,321,599	1,322,599	1,323,599	1,324,599	1,325,599	1,326,599	1,327,599	1,328,599	1,329,599	1,330,599	1,331,599	1,332,599	1,333,599	1,334,599	1,335,599	1,336,599	1,337,599	1,338,599	1,339,599	1,340,599	1,341,599	1,342,599	1,343,599	1,344,599	1,345,599	1,346,599	1,347,599	1,348,599	1,349,599	1,350,599	1,351,599	1,352,599	1,353,599	1,354,599	1,355,599	1,356,599	1,357,599	1,358,599	1,359,599	1,360,599	1,361,599	1,362,599	1,363,599	1,364,599	1,365,599	1,366,599	1,367,599	1,368,599	1,369,599	1,370,599	1,371,599	1,372,599	1,373,599	1,374,599	1,375,599	1,376,599	1,377,599	1,378,599	1,379,599	1,380,599	1,381,599	1,382,599	1,383,599	1,384,599	1,385,599	1,386,599	1,387,599	1,388,599	1,389,599	1,390,599	1,391,599	1,392,599	1,393,599	1,394,599	1,395,599	1,396,599	1,397,599	1,398,599	1,399

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Public Works Department
Engineering Division
<http://www.ci.benicia.ca.us>

January 15, 2002

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

**SUBJECT: SOLANO TRANSPORTATION AUTHORITY 2002 DRAFT
LEGISLATIVE PLATFORM**

Dear Mr. Halls:

Thank you for the opportunity to review and comment on the Solano Transportation Authority 2002 Draft Legislative Platform. My staff and I have reviewed the document and feel satisfied that the STA 2002 Draft Legislative Platform is more than adequate to meet the transportation needs of Solano County. As such, we have no comments at this time.

Sincerely,

Virgil Mustain
Public Works Director

Enclosure

VM:tg

F:\Pubworks\Tonya\STA Draft Legislative Platform 2002

cc: Dan Schiada, Assistant Director of Public Works

**Solano Transportation Authority
2002 Legislative Priorities and Platform**

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Support project funding for the I-80/I-680/SR 12 Interchange.
4. Support additional funding for the Jepson Parkway Project.
5. Support project funding for Vallejo Intermodal Station.
6. Support new operational funding for a third ferry boat for Vallejo.
7. Support new operational funding for additional Capitol Corridor rail service in Solano County.
8. Support additional funding for inter-city transit in Solano County.
9. Support the passage of Proposition 42 (ACA 4) – the permanent dedication of the sales tax on gas transactions for transportation purposes (40% STIP, 40% roads, 20% transit)
10. Support the extension of the 55% vote threshold to transportation infrastructure

LEGISLATIVE PLATFORM

I. Air Quality

1. Sponsor use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.

2. Monitor and review approval of the final 2001 Ozone Attainment Plan by EPA.
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions are used to support transportation programs that provide congestion relief or benefit air quality.
4. Monitor legislation providing infrastructure for low and zero emission vehicles.
5. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
6. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
9. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Americans with Disabilities Act

1. Request the Federal Transit Administration (FTA) to retain the present mobility-related definition of handicapped for transit fare reductions and not change to the Americans with Disabilities Act (ADA) definition.
2. *Encourage new or revised guidelines to provide more flexible ADA access to trails, bike routes and transit*

III. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Support consistent and standardized monitoring of High Occupancy Vehicle (HOV) lane performance by Caltrans.
3. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
4. Monitor legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

IV. Congestion Management

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

V. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Monitor and react as necessary to any proposed TEA-21 mid-term corrections bill.

11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

VII. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

VIII. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

IX. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost savings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

X. Rail/Ferry

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

XI. Safety

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

XII. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Due to the elimination/reduction of Federal transit operating subsidies, support legislation to also eliminate or ease Federal requirements and regulations regarding transit operations.

***Solano Transportation Authority
2002 Legislative Matrix
February 2002***

State Legislation Bill/Author	Subject	Status	Position
AB 321 (Vargas) Mass Transit Improvement District	This bill would enact the Mass Transit Improvement District Act of 1001, which would incorporate provisions similar to the Landscaping and Lighting Act of 1973. The bill would authorize certain local agencies to form an assessment district and levy assessments in order to fund improvements and activities within business districts that are within a 5-mile radius of an existing pr planned mass transit station. The bill would allow the legislative body of a local agency creating an assessment district to assign administration of the district to a management corporation consisting of affected property owners within the district.	ASM Local Government Hearing postponed by committee	
SB 1243 (Torlakson) Merging of MTC and ABAG ∞	This bill would require MTC to meet with ABAG for the purpose of conducting a study on the feasibility of merging the functions of the commission and those of ABAG into a new regional government commission, and to make a report to the Legislature, no later than January 1, 2004.	SEN Local Government – Set for hearing March 20	



DATE: February 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
Nancy Whelan, Nancy Whelan Consulting
RE: STA First and Second Quarter Budget Report for FY 2001-02

Background:

On June 13, 2001, the STA Board adopted its fiscal year 2001/02 budget. Following the completion of the annual audit in October, the STA Board approved a revision to the STA budget that included the allocation into the FY 01-02 budget of approximately \$400,000 of carryover funds from FY 00/01 and the programming of \$488,000 of new additional funds. During the past six months, the City of Vacaville has completed an overhaul of its city's accounting system including the accounting services Vacaville provides to the STA through a contract. This change resulted in a delay in the loading of STA's 2001/02 budget into the accounting system. During the last month, STA staff (Kim Cassidy and Barbara Padilla) and our funding consultant (Nancy Whelan) have worked with the City of Vacaville to load the current fiscal year budget into the new accounting system. STA staff has developed a new series of accounting codes that better reflect the STA's updated funding sources, programs, and projects. This process should be completed by February 2002 prior to the initiation of the STA new two-year budget. When completed, this new system is envisioned to provide the STA staff and Vacaville Accounting Staff (Heather Solaro) with a better system for reporting and data tracking for accounting and budgeting purposes.

Discussion:

Attached for Board review are the 1st and 2nd Quarter budget reports for FY 2001/02. With 50% of the fiscal year complete, the overall STA has expended 24.67 % of its projected budget expenditures. Several individual programs categories have or are projected to exceed their estimated expenditure totals (i.e., part time/overtime, I-80/680 technical services, California Rideshare Week). Staff is currently reviewing the budget reports for each program and project area and anticipates bring a proposed budget adjustment to the Board in April 2002.

Recommendation:

Receive and file the 1st and 2nd Quarter Budget report for FY 2001/02

Attachment

STA QUARTERLY FINANCIAL REPORT

First Quarter FY 2001-02 (25% of year complete)

July 1, 2001 - September 30, 2001

	Approved Budget	YTD Expenditures	Remaining	% Used to Date
OPERATIONS				
Salaries and Benefits	562,250.00	127,072.16	435,177.84	22.60%
Part time, Comp. Time/Overtime	15,793.00	6,784.23	9,008.77	42.96%
Services/Supplies	326,501.00	50,581.33	275,919.67	15.49%
STA Reserve (Previous)	80,000.00		80,000.00	0.00%
STA Reserve (Current)	30,000.00		30,000.00	0.00%
TOTAL, OPERATIONS	1,014,544.00	184,437.72	830,106.28	18.18%
PROJECT DEVELOPMENT				
Comp Transit Plan - Consult Svc	80,000.00	1,195.00	78,805.00	1.49%
Modeling Contract - Fairfield	80,000.00		80,000.00	0.00%
STIP/TAP - Consult Svcs	50,000.00	18,580.00	31,420.00	37.16%
STIP/TAP - Tech Svcs	50,000.00	2,500.00	47,500.00	5.00%
Project Marketing Program	55,000.00		55,000.00	0.00%
SEDCORP Sponsorship	1,000.00		1,000.00	0.00%
Expenditure Plan	145,000.00		145,000.00	0.00%
Dixon-Auburn Comm. Rail Modeling	4,000.00		4,000.00	0.00%
STA Contingency	58,369.00		58,369.00	0.00%
TOTAL, PROJECT DEVELOPMENT	523,369.00	22,275.00	501,094.00	4.26%
STA PROGRAMS				
Solano Paratransit Operations	225,942.00		225,942.00	0.00%
Solano Paratransit Vehicles				
TFCA Air Quality Grants	443,650.00		443,650.00	0.00%
Abandoned Veh. Abatement	393,860.00		393,860.00	0.00%
Transit Route 30	74,650.00		74,650.00	0.00%
Fairfield - Suisun Rail Station	591,000.00		591,000.00	0.00%
Jepson Parkway Project - Design & C	250,000.00	3,275.32	246,724.68	1.31%
SolanoLinks (Marketing, Planning)	142,000.00		142,000.00	0.00%
Local Match for Rt. 30 Buses	375,000.00		375,000.00	0.00%
Capitol Corr. Station Design	250,000.00		250,000.00	0.00%
I-80/680 Corr Study- Consult Svc	464,769.90	211,821.57	252,948.33	45.58%
I-80/680 Corr Study- Tech Svcs	51,641.10	23,868.51	27,772.59	46.22%
Napa Solano Rail Study	115,000.00		115,000.00	0.00%
TDA Interest Adjustment	342,702.00		342,702.00	0.00%
Countywide Trails Plan	145,000.00		145,000.00	0.00%
Program Contingency	100,756.00		100,756.00	0.00%
TOTAL, STA PROGRAMS	3,965,971.00	238,965.40	3,727,005.60	6.03%
SNCI PROGRAMS				
Specialized City Services	10,000.00		10,000.00	0.00%
New Resident Outreach	6,500.00		6,500.00	0.00%
Technical Services Enhancements	15,000.00		15,000.00	0.00%
General Marketing	30,000.00	3,969.45	26,030.55	13.23%
Incentives	55,000.00		55,000.00	0.00%
Employer Outreach	12,000.00	516.50	11,483.50	4.30%
Van Pool Program	15,000.00	65.52	14,934.48	0.44%
CRSW 2001	27,000.00	11,839.00	15,161.00	43.85%
Guaranteed Ride Home Program	35,260.00		35,260.00	0.00%
BikeLinks Maps	20,000.00		20,000.00	0.00%
Bike To Work Program	7,500.00	547.33	6,952.67	7.30%
Overall Program Admin	527,079.00	96,423.92	430,655.08	18.29%
Program Contingency/Reserve	80,334.00		80,334.00	0.00%
TOTAL, SNCI PROGRAMS	840,673.00	113,361.72	727,311.28	13.48%
GRAND TOTAL	6,344,557.00	559,039.84	5,785,517.16	8.81%

STA QUARTERLY FINANCIAL REPORT
Second Quarter FY 2001-02 (50% of Year Complete)

July 1, 2001 - December 31, 2001

	Approved Budget	YTD Expenditures	Remaining	% Used to Date
OPERATIONS				
Salaries and Benefits	562,250.00	232,717.29	329,532.71	41.39%
Part time, Comp. Time/Overtime	15,793.00	14,160.10	1,632.90	89.66%
Services/Supplies	326,501.00	200,979.02	125,521.98	61.56%
STA Reserve (Previous)	80,000.00		80,000.00	0.00%
STA Reserve (Current)	30,000.00		30,000.00	0.00%
TOTAL, OPERATIONS	1,014,544.00	447,856.41	566,687.59	44.14%
PROJECT DEVELOPMENT				
Comp Transit Plan - Consult Svc	80,000.00	6,000.00	74,000.00	7.50%
Modeling Contract - Fairfield	80,000.00		80,000.00	0.00%
STIP/TAP - Consult Svcs	50,000.00	11,135.93	38,864.07	22.27%
STIP/TAP - Tech Svcs	50,000.00	3,201.20	46,798.80	6.40%
Project Marketing Program	55,000.00	12,970.32	42,029.68	23.58%
SEDCORP Sponsorship	1,000.00		1,000.00	0.00%
Expenditure Plan	145,000.00		145,000.00	0.00%
Dixon-Auburn Comm. Rail Modeling	4,000.00		4,000.00	0.00%
STA Contingency	58,369.00		58,369.00	0.00%
TOTAL, PROJECT DEVELOPMENT	523,369.00	33,307.45	490,061.55	6.36%
STA PROGRAMS				
Solano Paratransit Operations	225,942.00		225,942.00	0.00%
Solano Paratransit Vehicles				
TFCA Air Quality Grants	443,650.00	328,269.44	115,380.56	73.99%
Abandoned Veh. Abatement	393,860.00	83,686.63	310,173.37	21.25%
Transit Route 30	74,650.00		74,650.00	0.00%
Fairfield - Suisun Rail Station	591,000.00		591,000.00	0.00%
Jepson Parkway Project - Design & CN	250,000.00	59,797.78	190,202.22	23.92%
SolanoLinks (Marketing, Planning)	142,000.00		142,000.00	0.00%
Local Match for Rt. 30 Buses	375,000.00		375,000.00	0.00%
Capitol Corr. Station Design	250,000.00		250,000.00	0.00%
I-80/680 Corr Study- Consult Svc	464,769.90	312,959.25	151,810.65	67.34%
I-80/680 Corr Study- Tech Svcs	51,641.10	51,967.63	-326.53	100.63%
Napa Solano Rail Study	115,000.00		115,000.00	0.00%
TDA Interest Adjustment	342,702.00		342,702.00	0.00%
Countywide Trails Plan	145,000.00	13,341.30	131,658.70	9.20%
Program Contingency	100,756.00		100,756.00	0.00%
TOTAL, STA PROGRAMS	3,965,971.00	850,022.03	3,115,948.97	21.43%
SNCI PROGRAMS				
Specialized City Services	10,000.00		10,000.00	0.00%
New Resident Outreach	6,500.00	1,934.98	4,565.02	29.77%
Technical Services Enhancements	15,000.00	6,916.59	8,083.41	46.11%
General Marketing	30,000.00	4,056.03	25,943.97	13.52%
Incentives	55,000.00		55,000.00	0.00%
Employer Outreach	12,000.00	2,144.37	9,855.63	17.87%
Van Pool Program	15,000.00	1,443.52	13,556.48	9.62%
CRSW 2001	27,000.00	29,234.28	-2,234.28	108.28%
Guaranteed Ride Home Program	35,260.00		35,260.00	0.00%
BikeLinks Maps	20,000.00		20,000.00	0.00%
Bike To Work Program	7,500.00	547.33	6,952.67	7.30%
Overall Program Admin	527,079.00	195,113.48	331,965.52	37.02%
Program Contingency/Reserve	80,334.00		80,334.00	0.00%
TOTAL, SNCI PROGRAMS	840,673.00	241,390.58	599,282.42	28.71%
GRAND TOTAL	6,344,557.00	1,572,576.47	4,771,980.53	24.79%



DATE: February 5, 2002
TO: STA Board
FROM: Dan Christians, Assist. Exec. Director/Director for Planning
RE: Revised Jepson Parkway Funding Agreement
And MOU (2002 RTIP)

Background:

The STA and the four member agencies located along the Jepson Parkway corridor (City of Fairfield, City of Suisun City, City of Vacaville, County of Solano) signed a Memorandum of Understanding in February, 1999 that allocated \$28.1 million in 1998 STIP and TEA-21 earmark funds. The STA plans to update the MOU to address the 2002 STIP funding allocation. The MOU allocates funds to the following projects listed in priority order.

1. Vanden Road Realignment & Intersection Project (now completed)
2. Walters Road Extension (City of Fairfield)
3. I-80/Leisure Town Road Interchange (City of Vacaville)
4. Vanden Road Widening (County of Solano)
5. Walters Road Widening (City of Suisun City)

The Jepson Parkway Working Group met on January 10, 2002, to discuss the allocation of 2002 STIP funds among individual project segments. This meeting was the culmination of four meetings of the Working Group held in 2001 to update project costs, review segment priorities, and discuss funding options. On January 15, 2002, the STA Board's Jepson Parkway Subcommittee met and reviewed and supported this proposed funding allocation. On January 30, 2002, the STA Technical Advisory Committee also met and recommended this funding allocation.

Discussion:

The STA Board previously agreed to allocate \$10 million in 2002 STIP funds to the Jepson Parkway Project. This allocation is a portion of the \$43.1 million in future Track 1 funds identified for the Jepson Parkway Project in the RTP. The Working Group and the TAC recommend the following allocation of 2002 STIP funds.

- | | |
|---|---------------|
| ▪ Walters Extension Segment (City of Fairfield): | \$4.0 million |
| ▪ Vanden Road Widening (County of Solano): | \$2.9 million |
| ▪ I-80/Leisure Town Road Interchange (City of Vacaville): | \$2.5 million |
| ▪ Walters Road Widening Segment (City of Suisun City): | \$0.4 million |
| ▪ Project Support for EIS/R (STA): | \$0.2 million |

The Working Group and TAC also recommend that \$2.1 million in 2000/01 STIP funds previously allocated to the City of Suisun City/Solano County for the Walters Road Widening Project (\$1.85 million) and to Solano County for the Vanden Road Widening Project (\$0.25

million) be reprogrammed to a later fiscal year. On January 15, the STA Board's Jepson Parkway Subcommittee (Harry Price, John Silva, Rischa Slade and Jim Spering) met and confirmed support for allocation of 2002 STIP funds. At the meeting, the subcommittee also confirmed support for updating the funding MOU and requested STA staff to work with the four partner agencies to update and finalize the Jepson Parkway Concept plan and its implementation.

See attached detailed spreadsheet.

Recommendation:

1.) Approve allocation of 2002 STIP funds as specified, 2.) Authorize the Executive Director to forward a revised funding MOU to the four partner agencies for their approval and 3.) Request STA staff meet with the four partner agencies to update and finalize implementation of the Jepson Parkway Concept Plan.

Attachments

JEPSON PARKWAY PROJECT FUNDING

Draft Final 2002 STIP ALTERNATIVE FUNDING LEVELS

PRIORITY	SEGMENT	AGENCY SPONSOR	SEGMENT COST	PROGRAMMED FUNDING			2001 SEGMENT SHORTFALL	2002 STIP Proposed Funding Levels			2002 SEGMENT SHORTFALL
				LOCAL	STATE	FEDERAL		New STIP	New Local	Reprogrammed 2000/01 STIP	
1	Vanden Road Realignment	Fairfield/County	\$4.272	\$0.5	\$1.386	\$2.386 ¹	-	-	-	-	-
2	Walters Extension	Fairfield	20.4	1.9	3.3	2.2 ²	\$13.0	\$4.0	\$1.3	-	\$7.7
3	I-80/Leisure Town Interchange	Vacaville	24.0	12.0	-	9.5 ³	2.5	2.5 ⁴	-	-	-
4	Vanden Road 4-lane Vanden Road (2-lane ⁵)	County	18.8 (15.9)	- -	7.9 (7.9)	- -	10.9 (8.0)	2.9 (2.9)	0.2 (0.2)	\$0.25 (0.25)	7.55 (4.65)
5	Walters Rd: E. Tabor to Bella Vista	Suisun City	6.55	0.55	-	2.27 ⁶	3.73	0.4 ⁷	1.48	1.85	-
6	Walters Rd: Air Base to E. Tabor	Fairfield	3.0	0.5 (est.)	-	-	2.5	-	-	-	2.5
7	Leisure Town Rd: Orange to Alamo	Vacaville	26.7	1.75	-	1.45 ⁸	23.5	-	-	-	23.5
8	Leisure Town Ext: Alamo to Vanden	Vacaville	13.3	-	-	-	13.3	-	-	-	13.3
9	Cement Hill: Walters Ext to Peabody	Fairfield	5.9	4.0	-	-	1.9	-	-	-	1.9
10	10. Walters Rd: Bella Vista to SR 12	Suisun City	0.6	-	-	-	0.6	-	-	-	0.6
	Project Support (Complete EIS/R)	STA	1.321	-	1.121	-	0.2	0.2	-	-	-
	TOTAL		\$124.843	\$21.2	\$13.707	\$17.806	\$72.13	\$10.0	\$2.98	\$2.1	\$57.05⁹

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¹ Includes \$1.986 million in STP and \$0.4 million in 1998 TEA-21 earmark funds.

² 1998 TEA-21 earmark funds.

³ 1998 TEA-21 earmark funds.

⁴ The \$2.5 million in 2002 STIP funds includes repayment of \$50,000 in project support costs provided by Vacaville to STA in 1999.

⁵ The 2-lane Vanden Road cost estimate includes the cost of purchasing right-of-way for the full four-lane facility.

⁶ 1998 TEA-21 earmark funds.

⁷ The \$0.4 million for the Walters Road segment includes \$75,000 for design activities for the Walters Road TLC project.

⁸ STP funds.

⁹ This total includes a 4-lane Vanden Road segment. There are \$33.1 million in remaining Track 1 funds for Jepson Parkway.



DATE: February 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
Dale Dennis, PDM
RE: Reprogramming of 2002 RTIP

Background:

The State Transportation Improvement Program (STIP) is the State's spending plan for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). It is typically approved biennially and, starting with the 2002 STIP, will cover a five-year period. The 2002 STIP covers the period from FY 2002/03 to FY 2006/07.

Seventy-five percent (75%) of the funding in the STIP flows to regions by formula through their RTIPs. Each regional transportation-planning agency (RTPA) is responsible for developing an expenditure plan for these funds. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities and safety.

The remaining 25% of the funding flows to the ITIP, which is a statewide competitive program. This funding is directed to projects that improve interregional transportation. Eligible project types include intercity passenger rail, mass transit guideways, grade separation and state highways. California's 12 Caltrans Districts prepare ITIP candidate projects in consultation with county and regional transportation agencies (i.e., MTC and STA).

On September 4, 2001, the STA Board approved Solano County's 2002 RTIP Program allocation (\$33.433 million) and the reprogramming of several 2000 RTIP projects as specified (\$5.012 million). Subsequent to STA Board adoption, staff worked with the project sponsors, MTC, Caltrans and the California Transportation Commission to program the various projects within the five year framework of the 2002 STIP (FY2001/02 through FY 2006/07).

Discussion:

On January 24, 2002, the California Transportation Commission's staff notified the Commission, Caltrans and the State's regional transportation agencies of a significant project shortfall in the first two years of the five-year 2002 STIP. Specifically, California's regions submitted their RTIPs and requested \$2.4 billion statewide in the first two years of the STIP, FY 2002/03 and 2003/04. CTC staff has indicated there is only \$400 million in funding capacity during these first two years, meaning the first two years are oversubscribed by \$2 billion. The CTC has scheduled a special hearing for February 7 to discuss potential resolutions to this issue. STA

staff has been invited (along with MTC and the Bay Area CMAs) by the CTC Chair Dianne McKenna to attend this hearing. Somewhat overshadowing these discussions is the proposal by CTC staff to revise the STIP funding split by revisiting SB 45 (see agenda item XI.C).

In response to this emerging discussion, MTC requested the Bay Area's nine CMA's review the 2002 RTIP program and identify projects where funding can be shifted from the first two year of the 2002 RTIP to the last three years of the program. On January 30, STA staff meet with our project sponsors to discuss this request and review each of the specific projects and in light of the desire to expeditiously continue to deliver projects and work with MTC and CTC to decrease the amount of programming requested in the first two years of the 2002 STIP. Based upon this initial meeting with program sponsors, staff has developed a revised RTIP program (2000 & 2002 RTIP) as shown in Attachment A which reflects the intent to shift a percentage of RTIP funding to the last three years of the program at the same time to the extent possible, assist our project sponsors with keeping their projects on schedule.

Recommendation:

Authorize the Executive Director to continue to work with project sponsors, MTC, Caltrans and the CTC to further refine Solano County's RTIP Program.

Attachment

State Transportation Improvement Program (STIP) Solano Transportation Authority

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Projects	Current STIP Funding (dollars in 000's)		Proposed STIP Funding (dollars in 000's)			
	FY02/03 - FY03/04	FY04/05 - FY06/07	FY02/03 - FY03/04		FY04/05	FY05/06 - FY06/07
<u>New</u>						
Road Rehabilitation	2,000.0				2,000.0	
Dixon Multi-Modal	400.0					400.0
Fairfield Vacaville Rail Station	2,250.0				2,250.0	
Bahia Viaduct	1,000.0		1,000.0			
Benicia Intermodal Trans Station	1,225.0		225.0			1,000.0
Air Base Parkway - Peabody Rd. to Travis AB	645.0		645.0 (645.0)			
North Texas Street - Travis Blvd. To AB	362.0		362.0 (362.0)			
Central Way - Ritchie Rd to Pittman Rd.	158.0		158.0 (158.0)			
<u>Amended</u>						
1 % PPM	289.0		289.0 (138.0)			
I-80 Reliever/Jepson Parkway	11,500.0	11,800.0	5,200.0 (2,500.0)		8,700.0 (8,700.0)	9,400.0
Vallejo Ferry Terminal	7,425.0		3,125.0		4,300.0	
Baylink Ferry Maintenance	425.0		425.0			
I-80/680 Interchange Project	7,600.0	4,935.0	4,600.0 (2916.0)	1)	4,935.0	3,000.0
Totals	35,279.000	16,735.000	16,029.0		22,185.0	13,800.0

Results: Transfers 19.25 million to outer fiscal years

Legend

645.0 (645.0) - Total Programmed (2000 STIP Portion)

Notes

1) Calculation for 2000 STIP Portion of \$2.916 M = \$4.219 M - .645 M - .362 M - .158 M - .138 M; includes \$.4 M for Traffic Model

Discussion Paper 2002 STIP issues, Jan 24th, 2002

At the Jan 23rd/ 24th CTC Meeting and Northern California STIP hearing, it was revealed by CTC staff that there are several challenges associated with this year's STIP. Of primary concern is a significant shortfall in programming capability in the first two years of this 2002, 5-Yr. STIP. Namely, the regions have submitted their RTIP's and requested a total of \$2.4 Bil Statewide in the 1st two years of the STIP, FY 02/03 and FY 03/04. The programming capacity in those two years is approximately \$0.4 Bil., as evidenced by the STIP Fund Estimate adopted in August 2001 by the CTC. That means there is a desire to program over \$2 Bil. in years where there is no capacity.

Here is a simple summary of yearly STIP capacity:

	FY 01/02	FY 02/03	FY 03/04	FY 04/05	FY 05/06	FY 06/07
Already programmed	1,435,177	1,047,316	1,421,018	0	0	0
2002 STIP Capacity	0	18,000	368,000	592,000	945,000	1,931,000
TOTAL	1,435,177	1,065,316	1,789,018	592,000	945,000	1,931,000

(\$1,000's)

Here is the Statewide Summary of RTIP & ITIP proposals:

	TOTAL	Prior	FY 02/03	FY 03/04	FY04/05	FY05/06	FY 06/07
Statewide	3,104,440	-38,409	768,881	1,069,104	632,421	421,194	251,249
Regional							
Interregional	890,501	-53,110	420,983	243,604	232,293	10,296	36,435
TOTAL	3,994,941	-91,519	1,189,864	1,312,708	864,714	431,490	287,684
2002 STIP capacity			18,000	368,000	592,000	945,000	1,931,000

(\$1,000's)

What this exhibits is that there is nearly \$4 Bil in proposals and only \$3.85 in capacity. The proposals include Current County Share, 4th year Share Advance, and APDE (Advanced Project Development Element). While only 10% of the capacity is in the first two years, 60% of the requests are in these same two years. There are several solutions that have been suggested to the CTC by the RTPA's:

- 1) The \$2 Bil the regions want to program in the first two years must be moved primarily to the outer two years. While this has been done in the past, it has never been done to this extent. This could mean up to a four year delay for some improvements. The STIP Amendments approved in January and February will

eliminate the \$18 Mil available in FY 02/03. The capacity for MTC in FY 03/04 could approximate \$74 Mil. In the MTC Region, we have \$330 Mil of proposals in the first two years, about 64% of our proposals. This includes key construction capital:

- the Ala-880/Mission IC & widening of 880 for HOV,
- the seismic retrofit of SF Muni's maintenance facility at Bryant/17thSt's,
- the CC-680 HOV lanes from Walnut Creek to the Benicia Bridge,
- SF Muni's 3rd St. LRT Extension,
- SM-101 Auxiliary lanes from 3rd to Millbrae,
- the 880/Coleman IC in San Jose
- the Fairfield/Vacaville Intercity Rail Station & Benicia Intermodal Station
- the Sol-80 Reliever Route
- the Sol-101 Aux lane from Rte 87 to Trimble Rd
- BART's Oakland Airport Connector

There is also key funding to develop projects, doing design and environmental work, in the first two years of the 2002 STIP:

- the SF-101 Doyle Drive PS&E
- the Son-101 Steele Lane to Windsor Environmental Document
- the CC-680/4 Interchange PS&E
- the Ala,CC-24 Caldecott Tunnel Environmental Document and PS&E
- CALTRAIN Electrification design
- Vallejo's Intermodal Facility Design and R/W
- The Son-101 Petaluma to Rohnert Park Environmental Document

- 2) Who should move the programming? The regions agreed that they would prefer to move the programming rather than have the CTC and their staff spread the funding arbitrarily. Both MTC and MTA guesstimated this would take 6-8 weeks; other regions predicted lesser time. The time it takes to redistribute funding is dependent on several factors, including individual counties' approval processes; whether loans of county shares will occur between counties; whether other funding such as sales tax funding is made available, and whether DE-programming of existing projects to free up early projects is done. All the regions agreed they will go back and revisit what they need in this 2002 STIP and what capacity they can create in early years by delaying existing programmed projects. There was general acknowledgement from CTC and Caltrans that if a region frees up capacity by DE-programming, they can use that capacity for a higher priority project in that region (it won't go to another region in the State).
- 3) Is there options to increase programming in the early years? This was strongly suggested by MTC and MTA and SACOG. The idea of bonding to move the last year projected revenues up to this next year, FY 02/03, was rejected by both the Department and CTC staff. This would mean opening up the Fund Estimate; there is some fear that re-forecasting revenues would mean a reduction in the STIP FE, though opinions consulted indicate this may only mean a \$200 Mil reduction from the \$3.85 Bil FE. There was strong emphasis by many regions that delivery is

strong, the mechanisms for timely delivery are finally well-developed, such as consultant usage, jointly managed projects, and parallel development of all project phases. "We're nine months pregnant, so don't stop the delivery now". There were questions as to whether there was awareness in the Governor's office that there is a potential \$2 Bil economic stimulus loss over the next two years. There appears to be increasing legislative interest in this dilemma.

- 4) What about other solutions? There was a suggestion that while official programming is theoretically to be limited to what the Fund Estimate allows, the CTC could decide to adopt an imbalanced STIP. This was not recommended by CTC staff. There was also a suggestion that while official programming could reflect the FE, the CTC would retain their policy of allowing allocation requests to come in early and would then allocate on a first come/first serve basis until available funding ran out. There was also the suggestion that a "shelf" of projects be created that are ready, awaiting funding; this shelf could increase congressional interest in funding during Reauthorization. Finally, there was interest in a plan to have the CTC adopt a waiting list of projects that would receive funding IF and when it became available, a waiting list.

There are other issues affecting the STIP, particularly the Governor's Budget proposal that the SHA be reduced to virtually Zero. The Department and CTC do not look at this as a huge issue as the borrowing from the SHA to backfill the TCRF, which is being loaned to the General Fund, is accompanied by a guarantee that cash flow needs will be covered by the General Fund, so programming can proceed as planned in the adopted STIP Fund Estimate. Obviously, the cash flow situation DOES have an effect on how much allocation can occur regardless of the FE. .

Finally, along with no programming capacity in the first STIP year and very little in the second is the obvious absence of State Only Funding for those years as well. There is a strong desire to protect PPM and Ridesharing funds as State Only by most regions.

With respect to the SHOPP, the Department has gone through an exercise over the last several weeks whereby they have taken over \$600 Mil in SHOPP dollars recommended for programming in the first two years and moved the programming to the last two years of the STIP.

There is a Special Workshop on the 2002 STIP on February 7th, at Caltrans Headquarters, 1120 "N" St, rm 2116, from 10-12 AM. MTC will be attending.

For further information, please contact Dianne Steinhauser, 510-464-7757, or Ross Mckeown, 510-464-7842.



DATE: February 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
Dale Dennis, PDM
Hans Korve, Korve Engineering
RE: I-80/680/SR12 Interchange
Corridor Study-Segment-Segment Tier 2 Report

Background:

The STA has been working with project consultants and Caltrans to complete Segment 1 (I-80/680/SR12 Interchange Complex) of the I-80/I-680/I-780 MIS/Corridor Study. In studying Segment 1 (I-80/680/SR12 Interchange Complex), initially a broad range of potential alternative design solutions were identified. To facilitate the selection of the preferred alternatives, a two-tier evaluation process was developed. Tier 1, completed in May 2001, was a preliminary screening level focusing on traffic performance measures. The Tier 2 evaluation is a more in depth evaluation, using more detailed design, cost and operations data. Under the Tier 1 Evaluation, seven (7) alternatives (in addition to the no-build alternative) plus 8 sub-alternatives were evaluated. As a result of the Tier 1 Evaluation, the number of alternatives identified to be carried into the Tier 2 Evaluation process was reduced to four (4) plus the no-build. The no-build was carried forward for comparison only.

On December 12, 2001, this item was presented to the STA Board. In response to a large number of public comments, the recent election of several new Fairfield Council Members and the recent appointment of Mayor Karin MacMillan as Fairfield's new representative on the STA Board, the STA Board acted to extend the public comment until January 21, 2002 and to re-agendize action on the Tier 2 Evaluation until February 13, 2002. Subsequent to this meeting, STA staff has continued to work with individual members of the STA Board and staff with the City of Fairfield and Solano County to respond to and address local community comments and concerns. An estimated 250 persons attended the Public Input Meeting in Cordelia on November 19, 2001. On January 8, 2002, STA staff participated in a public workshop for the Fairfield City Council on the I-80/680/SR 12 Tier 2 report. On January 22, 2002, STA staff provided an informational presentation to the Solano County Board of Supervisors. In response to several inquiries by Members of the California Transportation Commission (CTC) and Diane Eidam, the CTC's new Executive Director, STA staff provided an informational presentation to the CTC on January 23rd.

On January 29, 2002, STA staff joined with Fairfield City staff at a meeting with businesses located on or near Business Center Drive (North Connector). On January 31, 2002, STA Board Members John Silva and Karin MacMillan, Supervisor Duane Kromm and Fairfield Council

Member Marilyn Farley, STA and Fairfield staff hosted a meeting with residents and several homeowner associations located near Mangels Parkway.

On February 5, 2002, the Fairfield City Council and Solano County Board of Supervisors both took action to support the I-80/680/780 Tier 2 Report and initiating the two separate environmental studies and the Truck Scale Study with a set of specific issues and conditions. Staff will provide an overview of these issues and conditions at the Board meeting.

An important follow up step for the STA will be the continued pursuit of regional, state and federal transportation funds for this project. This project has been identified as one of the STA's priority projects for federal funding. Currently, an estimated \$55 million has been obtained for the I-80/680/SR 12 Interchange. \$29 million is dedicated to the Auxiliary Lane Project (\$19 million of 1999 and 2000 ITIP) and the SR 12 West Truck Climbing Lane Project (\$10 million in 2002 SHOPP). The remaining funds have been reserved to initiate the environmental study, design and potentially right of way for the next phases of the project. Caltrans has requested the STA consider developing a multi-year funding agreement for future STIP funds (a combination of ITIP and RTIP) for the interchange. Staff is anticipating the development of a multi-year funding agreement with the City of Fairfield for the North Connector.

Discussion:

The Draft Tier 2 Evaluation Report has been completed and three major (3) alternatives have been recommended for further evaluation including Alternative 2D (I-680 Viaduct with South Parkway), 4D Modified (I-80 Widening with South Parkway Alternative), and 6A (I-80 widening) modified. In addition, staff and the project consultants are recommending the STA proceed with the initiation of the North Connector with a separate environmental study. Federal Highways Administration (FHWA) and Caltrans' staff has indicated this project alternative has independent utility and can proceed with a separate environmental study. Staff is further recommending the initiation of the Truck Scales Reconstruction and Relocation Study. The results of this study will be critical in determining the ultimate design for the I-80/680/SR12 Interchange and the project costs for all three master alternatives and the North Connector. A Summary of the Report is attached.

As of January 22, 2002, the STA has received 97 public comments pertaining to the Tier 2 Study. A summary of these comments has been attached and a copy of the actual comments has been distributed to each of the STA Board Members (enclosed with your agenda packet) and a copy was provided to members of the STA TAC. On January 30, 2002, the STA TAC reviewed and unanimously approved for the second time the I-80/680/SR 12 Tier 2 Report (segments 1) based on its technical merits, the initiation of Truck Scales Reconstruction and Relocation Study, the initiation of the environmental study for North Connector, and the initiation of a master environmental study for the four I-80/680/SR 12 Alternatives (I-80 Widening, I-680 Viaduct with South Parkway, I-80 Widening with South Parkway, and No Build).

Recommendation:

Approve the following:

1. The I-80/680/SR 12 Tier 2 Report (Segment 1)
2. Initiation of the Cordelia Truck Scales Reconstruction and Relocation Study
3. Initiation of environmental study for the North Connector Alternative

4. Initiation of a master environmental study for four I-80/680/SR 12 Alternatives (I-80 Widening, I-680 Viaduct with South Parkway, I-80 widening with South Parkway, and No Build)

Attachment

SUMMARY: For some time, the Solano Transportation Authority has been studying options for making improvements to the I-80/I-680 interchange, which does not currently have the capacity to handle the traffic load during peak commuting hours. In addition to the impact on regional traffic, all of the options being considered will have a significant impact on the County road system. It is recommended that your Board approve the STA's three primary recommendations: the implementation of a North Connector, the evaluation of a South Parkway, and the relocation of the truck scales, with certain contingencies as described in the staff recommendation in order to provide protections to Solano County.

DISCUSSION: The I-80/I-680 interchange, located in the Cordelia area, is currently the number one traffic problem in Solano County, and one of the most significant in the Bay Area. Because the interchange lacks adequate capacity, significant congestion and delays to regional traffic are common occurrences. In order to escape the backups at the interchange, much of the traffic leaves the freeway and uses the adjacent local road network as an alternate route.

A number of County roads are affected by this. As a result, traffic volumes on certain local roads have been steadily increasing (see attached graphs). The County roads which have been most affected, and the annual rate of growth in traffic volume, are Cordelia Road (10.8% annual growth), Suisun Valley Road (4.4%), Rockville Road, Abernathy Road (8.7%) and Mankas Corner Road (10.6%). This increase in traffic volume has caused problems to the local road system related to traffic congestion, safety, and the quality of life of residents living along these County roads, since they were not designed for the large traffic volumes they are currently experiencing.

The options being considered by the STA for improving traffic flow in the area of the interchange include various combinations of the following components:

- widening I-80
- a viaduct, or second deck, on I-680
- the North Connector, a parkway roughly paralleling I-80 on the north side, leading from SR12 west (leading to Napa) to Abernathy Road (near SR12 east leading to Rio Vista)
- the South Parkway, roughly parallel to Cordelia Road, but south of the railroad tracks, leading from I-680 to SR12 east
- the West Connector, to connect SR12 west to I-680

More information on the options being considered is contained in the graphics attached to this report.

The North Connector, which is proposed for inclusion with all options being considered, would likely have the most impact on the County road system. The STA's model shows that by providing local traffic with a better local option, a North Connector would significantly reduce traffic volumes on Suisun Valley Road, Mankas Corner Road, and the portion of Rockville Road west of Abernathy Road, when compared with the No Build option. Traffic volumes would, however, be increased on Abernathy Road and the part of Rockville Road located east of Abernathy Road. Mitigation measures for these impacts would be addressed as part of the ongoing study. A significant part of the North Connector would likely be constructed as a County road. In public meetings held by the STA, there has been some opposition to the North Connector, but most of the concern seemed to focus on an alignment using the existing Mangels Boulevard. There may be less concern with the use of a different alignment.

Construction of a South Parkway would provide a significant benefit to Cordelia Road, by providing local traffic with a better alternate option. The road would likely be primarily a County road. In the STA's public meetings, there has been significant support expressed for the South Parkway, although there is some debate about the best location, with Cordelia residents wanting the road further away from town, which would put it further into the Suisun Marsh, while resource agencies would like the road as far north as possible.

Staff recommends your Board support the STA's efforts to proceed with the North Connector and the South Parkway, with two contingencies. First, the STA should evaluate and mitigate the impacts that the project will have on residents in unincorporated Solano County, including Old Cordelia. Several residents of Old Cordelia have expressed concern with possible noise and other impacts from the project that may need to be addressed. It is anticipated that other residents of the unincorporated area will have similar concerns. Second, the STA should evaluate and mitigate impacts that the project will have on the County road system. In particular, it appears that the project will have some impact on Abernathy Road and portions of Rockville Road, as well as the Abernathy Road - Rockville Road intersection, which may need to be addressed.

Another issue related to the interchange is the location of the existing truck scales on I-80. At the present time, the scales add significantly to traffic congestion in the critical part of I-80 between I-680 and SR12 eastbound as large numbers of slow-moving trucks leave and enter the traffic lanes. The possibility of relocating the scales has been considered. This would likely require the construction of more than one replacement scale, depending on the location selected. However, if the construction of new scales is done in conjunction with the interchange project, it is anticipated it would actually result in a net cost savings, since constructing the interchange improvements would be significantly less costly if the scales were relocated. Therefore, the possibility of relocating the scales should be evaluated as part of the intersection project.

The County currently receives fine and forfeiture monies from the truck scales, since the scales are located in the unincorporated area. It is recommended that the County's approval of evaluating alternative locations for the truck scales be made contingent upon the fine and forfeiture monies from the scales continuing to be received by Solano County, regardless of any alternative future location for the scales.

In order to enhance public mobility in Solano County, it is recommended that your Board approve the STA's three primary recommendations, with the contingencies described above.

ALTERNATIVES: Approve some or none of the STA's three recommendations. This is not recommended, since the proposed project will improve public mobility in Solano County. The impact on funding and other aspects of the project of your Board not approving the three recommendations can best be addressed by the STA at the Board meeting.

OTHER AGENCY INVOLVEMENT: This item has been coordinated with the Solano Transportation Authority and the Department of Environmental Management. The item has been reviewed and approved as to form by County Counsel. The County Administrator's Office has reviewed this item, and concurs with the Department's recommendation.

FINANCING: No funding is required from Solano County at this time. Future funding for implementation of the project will be obtained by the STA from Federal and State sources. Some local contribution may be required.

DEPARTMENT HEAD SIGNATURE:



Charlie A. Jones, Jr.
Transportation Director

1-29-02
Date

Attachment: Graphs
STA Graphics

02009.doc

No. _____

AGENDA REPORT TO CITY COUNCIL

MEETING DATE: February 5, 2002

TO: The Mayor and City Council

SUBJECT: Resolution Approving Support of the I-80/I-680 Interchange Project as Recommended by the Solano Transportation Authority (STA) (Morris L. Barr, 428-7093)

A) RECOMMENDED ACTION: Approve ResolutionADVISORY BODY RECOMMENDATION: N/AB) EXECUTIVE SUMMARY: This resolution requests City Council support of the I-80/I-680 Project by approving the following three actions requested by the Solano Transportation Authority (STA):

1. Support moving forward with the environmental process for the North Connector.
2. Support moving forward with the environmental process for the South Parkway as part of the I-80/I-680 Project.
3. Support studying alternative locations for the truck scales.

C) DISCUSSION: City staff has been working with the STA and Caltrans for fifteen years on the improvement of the I-80/I-680 Interchange. With increased congestion and the widening of the Benicia Bridge in 2004, the improvement of this interchange has become the number one priority for the STA. Approximately \$1 million has been expended by the STA in 2001 for analysis and studies. The culmination of these studies is the I-80/I-680 Corridor, Segment I, Tier 2 Report, which will be presented by the STA staff.

City staff will present the history and local concerns of the project. The STA staff will present the Tier 2 Report. The STA presentation will include a discussion of the Tier 2 alternatives (No Build and Alternatives 2D, 4D, 6A) and the relationship of the North Connector, South Parkway and Truck Scales to these alternatives. A description of alternatives 2D, 4D and 6A are outlined in the attachments. The STA will conclude their presentation by briefly discussing the complexity for funding of this project and City Council approval of the three actions outlined in the resolution.

The two underlying principles of the Tier 2 Alternatives (2D, 4D and 6A) are: 1) Local streets are for the use of local traffic; and 2) Freeways are for highway/through traffic. The North Connector, which is part of all three alternatives, is designed to facilitate local traffic destined to and from the businesses located in the North Cordelia area. Hence, the North Connector reduces local traffic on I-80 while also reducing traffic on local streets such as Rockville Road, Mankas Corner Road, and Suisun Valley Road. The South Parkway, which is part of Alternative 2D and 4D, is designed to facilitate local

PAGE 2 AGENDA REPORT TO CITY COUNCIL, No. _____
 MEETING DATE: February 5, 2002
 SUBJECT: Resolution Approving Support of the I-80/I-680 interchange Project
 as Recommended by the Solano Transportation Agency (STA)

traffic destined to and from Suisun City and the eastern part of Fairfield. Therefore, the South Parkway reduces local traffic on I-80 while also reducing traffic on local streets (Cordelia Road and Lopes Road).

The STA and City staffs have held several public meetings to discuss the project with the community. Two local meetings (January 29 and 31, 2002) are scheduled in the North Cordelia area to discuss the North Connector in more detail with the residents and businesses. Also, on January 23, 2002 City staff met with three representatives of the North Cordelia area, and Mr. Ken Smith of the South Cordelia area, to discuss the phasing of both the North Connector and the South Parkway. The goal is to phase the construction of these two street alignments so that the final phases are completed concurrent with the completion of the I-80/I-680 Project to minimize through traffic on local streets. For this project to be successful, public participation is important and will continue throughout the planning and environmental phases of this project.

The designation of the I-80/I-680 Project by the STA as their first priority project, and the completion of the Tier 2 Report, highlights the cooperative effort this project has received from many agencies and groups. Some examples of this support include the STA, MTC (Metropolitan Transportation Commission), California Transportation Commission (CTC), Caltrans, Federal Highway Administration (FHWA), Solano County and cities, and our congressional and state delegates. It is important that this collaborative effort continue if we are to receive future support and federal/state funding for this project.

D) PUBLIC CONTACT: The STA has held many public meetings on this project and will also be conducting two targeted local meetings in the North Cordelia area (i.e. businesses and residents) on the North Connector on January 29 and 31, 2002.

E) FISCAL IMPACT: N/A

F) ALTERNATIVE COURSES OF ACTION: N/A

Prepared by:

Approved:



Morris L. Barr,
Deputy City Manager



Kevin O'Rourke, City Manager

Coordinated with: STA, MTC, CTC, Caltrans, FHWA, Planning and Development
 Department, Public Works Department and Finance Department

Attachments: STA and City staff presentations at the January 8, 2002 City Council
 Redevelopment Agency Special Meeting Study Session.

MB:llt

CITY OF FAIRFIELD**RESOLUTION NO. 2002- 27****A RESOLUTION SUPPORTING THE I-80/I-680
INTERCHANGE PROJECT AS RECOMMENDED BY
THE SOLANO TRANSPORTATION AUTHORITY (STA)**

WHEREAS, the I-80/I-680 Interchange was built in the early 1960's between two existing local interchanges (Green Valley Road and Suisun Valley Road), placing three interchanges close to each other and near the I-80 truck scales; and

WHEREAS, the City of Fairfield has been working with the STA and Caltrans for fifteen (15) years on the improvement of the I-80/I-680 Interchange because of concerns for increased traffic congestion; and

WHEREAS, the City and County are currently experiencing congestion on local streets as a result of the I-80/I-680 congestion; and

WHEREAS, this congestion will worsen when the Benicia Bridge widening project is completed in 2004/05 (causing approximately 40% increase in I-680 traffic at the interchange) transferring the bottleneck at the Benicia Bridge to the I-80/I-680 Interchange; and

WHEREAS, the City and STA have been working in a cooperative effort in the last several years to heighten regional interest in this project; and

WHEREAS, this project has been designated as the number one priority for the STA; and

WHEREAS, the Mayor and the City Council of the City of Fairfield have as a top priority finding a solution to the present and future congestion at the I-80/680 Interchange; and

WHEREAS, the Mayor and the City Council understand that the next phase in the process is environmental study of possible alternatives for these solutions; and

WHEREAS, the Mayor and the City Council empathize with the concerns of local residents on the impacts of such solutions on their neighborhoods; and

WHEREAS, public participation is important for the success of this project and will continue throughout the planning and environmental phases; and

WHEREAS, the STA is requesting three actions by the City Council for support of the project.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FAIRFIELD that it hereby supports the following three actions:

1. Support moving forward with the environmental process for the North Connector.
2. Support moving forward with the environmental process for the South Parkway as part of the I-80/I-680 Project.
3. Support studying alternative locations for the truck scales.

PASSED AND ADOPTED this _____ day of _____, 2002 by the following vote:

AYES:COUNCILMEMBER _____ BATSON, ENGLISH, FARLEY, PRICE, MACMILLAN

NOES:COUNCILMEMBER _____

ABSENTCOUNCILMEMBER _____

ABSTAINCOUNCILMEMBER _____

MAYOR

ATTEST:

#24



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 19

Mayor Karin MacMillan

February 4, 2002

Received

FEB - 4 2002

Solano County Board of Supervisors

COUNCIL

Mayor
Karin MacMillan
707.428.7395

Vice Mayor
Harry T. Fico
707.429.6298

Councilmembers
707.429.6298

Jack Balsori

John English

Marilyn Farloy

...

City Manager
Kevin O'Rourke
707.428.7400

...

City Attorney
Greg Stepanovich
707.428.7419

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City Clerk
Gina Metrell
707.428.7304

...

City Treasurer
Oscar G. Reynolds, Jr.
707.428.7497

DEPARTMENTS

Community Services
707.428.7465

...

Finance
707.428.7496

...

Fire
707.428.7375

...

Human Resources
707.428.7394

...

Planning & Development
707.428.7461

...

Police
707.428.7551

...

Public Works
707.428.7485

Supervisor John Silva, District 2
Solano County Board of Supervisors
580 Texas Street
Fairfield, CA 94533

Re: I-80/I-680 Interchange Project

Dear Supervisor Silva:

Enclosed is a copy of City of Fairfield Resolution No. 2002-27, which will be considered by the City Council on February 5, 2002. This resolution outlines our support of the I-80/I-680 Interchange Project.

During our deliberations on this project, the following items will be discussed which we feel warrant further review. Most of these ideas will be discussed with the following two underlying principles in mind: local streets are for the use of local traffic, and freeways are for the use of highway/through traffic. We will request that these items be analyzed during the environmental/planning phase of the project. We request that the County Board of Supervisors also consider these items during your deliberations on February 5, 2002.

1. North Connector

- a. Use Business Center Drive as the street alignment for the North Connector, rather than Mangels Road.
- b. Cul-de-sac Mangels Road at its westerly terminus with no connection to Business Center Drive, except for vehicle emergency, bicycle and pedestrian use.
- c. Connect the westerly end to Highway 12 (W) as part of the last phase of the I-80/I-680 Interchange Project.
- d. Prohibit vehicle access to adjacent lands between Suisun Valley and Abernathy Roads.
- e. Prohibit large trucks between Suisun Valley and Abernathy Roads.
- f. Use City enforcement and maintenance through a cooperative agreement with the County between Suisun Valley and Abernathy Roads.

YAD
P2002-27

Supervisor John Silva
February 4, 2002
Page 2

2. South Parkway

- a. Connect Red Top Road to the I-680/Red Top Road Interchange as part of the last phase of the I-80/I-680 Interchange Project, if the I-680/Red Top Road Interchange becomes the westerly connection to the South Parkway.
 - b. Include the I-680/Gold Hill Road Interchange as an alternative westerly connection to the South Parkway.
 - c. Include the Union Pacific Railroad Right-of-Way (i.e. the Capitol Rail Line) or an alignment adjacent to it, as an alternative for the South Parkway.
3. Research possible methods for restricting access to certain local streets to residents only.
4. Another possibility as a discussion point includes the establishment of a "toll road" as an alternative for the South Parkway.

We look forward to working with you on this project. Please call me at 428-7395, or Morrie Barr at 428-7093, if you have any questions.

Sincerely yours,


KARIN MACMILLAN
MAYOR

c: City Council
City Manager

Marilyn Farley

827 Coventry Lane, Fairfield, CA 94533 ♦ (707) 434-0316 ♦ fax (707) 428-1684

February 5, 2002

To: My colleagues on the City Council, City Staff and STA members and staff

From: Marilyn Farley

In *Field of Dreams*, we heard the adage, "If you build it, they will come." That probably applies to any traffic solutions we might apply to the I-80 / 680 Interchange. On the other hand, if we don't build it, they will probably come anyway.

I am prepared to support going forward. I have listened carefully to City and STA staff and to members of the STA governing board and have been encouraged that, as City Council, we can condition our support to help ensure outcomes that meet the goals of improving traffic flows and satisfying neighborhood and State and Federal concerns.

To that end, let me propose that Resolution No. 2002-27 be revised to include criteria (as Darryl Halls suggested) in the "now, therefore, be it resolved" section to guide the environmental process. I do this with the knowledge that, as lay people, we can provide criteria and rely on the experts (traffic engineers and others) to come up with sound solutions.

Proposed Language to add to Resolution No. 2002-27 after the existing "now, therefore" language:

In support of these actions, we request that the environmental process include the following criteria (and examples) to meet the goals of improving traffic flows and satisfying Cordelia neighborhood and State and Federal concerns.

1. Keep local traffic in neighborhoods.
2. Keep regional traffic on I-80 and 680. (This would mean dealing, for example, with the high probability that commuters will exit Gold Hill Rd. off ramp then take Lopes Rd. across the wider Green Valley over-crossing and using the North Connector to avoid the Interchange.)
3. Avoid directing traffic into the Suisun Valley (Northern Connector). For example, connect to Rockville Rd. right at the freeway rather than at Abernathy.
4. Carry local traffic not regional traffic (both the Northern and Southern connectors).
5. Minimize incursion into the marsh in exploring feasibility of a new South Connector, with particular attention to using existing railroad right-of-way (the one that stays close to Cordelia Rd., not the one that bisects the marsh).

6. Minimize incursion into farmland with regards to the North Connector by staying close to I-80.
7. Facilitate movement of local traffic between North and South Cordelia. For example, connect Red Top Rd. to Mangels but NOT to Highway 12. Another example: Link Red Top Rd. to South Connector but limit access that facilitates use of local streets by regional traffic.
8. Avoid disruption of farm operations.
9. Retain phasing options to make the ultimate link between neighborhoods and Highways 12, 680 or I-80 after the anticipated long-term fixes are completed.

Environmental process should also explicitly explore other mechanisms for long-term traffic mitigation:

1. Land use policies intended to minimize sprawl and reduce the need to commute to jobs, including running traffic models with jobs to housing ratios of 1.5 to 1 rather than current General Plan scenarios.
2. Conservation easements adjacent to land zoned agriculture intended to inhibit annexation/development beyond the easements into farmland (North and South connectors). So, for example, with the North Connector, the location of facilities would be (starting with the freeway), freeway, landscape separator (big trees), North Connector, landscape separator (big trees), bike path with conservation easement. The easement could be held by the County, City of Fairfield, and Solano Land Trust and would prohibit driveways between farmland and the North Connector and would contain a clause saying the parties agreed that it was not their intent to annex farmland beyond the easement. A similar solution would protect farmland along the South Connector.
3. Toll booths at strategic locations for both the North and South collectors with electronic passes for residents of zip codes 94533 and 94585 and high tolls for regional traffic choosing to use connectors. This would have the advantage of enabling Cordelia residents to reach central Fairfield more easily plus it would generate revenue for more road fixes.
4. Other traffic-management systems – i.e., prohibition on use by other than residents during peak hours.

I-80/680/12 Comments Summary Received

Approximately 98 people participated in commenting on the I-80/680/12 interchange proposal by e-mail, public workshop comments and letters- (70 letters & 28 speakers)

Revised 2/5/02

Comments Received	Subject	Response
	<u>Local Roads/ Northern Connector Proposal</u>	
1	<ul style="list-style-type: none"> Connect Mangels Blvd. to Business Center Drive 	This option will be fully considered in the EIR/S. The STA is also proposing to prepare a more detailed "concept plan" to address community concerns early in the process.
11	<ul style="list-style-type: none"> Extend and improve Business Center Drive instead of Mangels Blvd. 	"
45	<ul style="list-style-type: none"> Oppose Mangels Blvd. extension because of safety concerns to children walking to schools and parks nearby, the concern is that the commuters will be reckless and drive too fast along the extension. (Many comments were received in opposition to the Mangels proposal because residents oppose having "outside" traffic in their back yard.) 	"
4	<ul style="list-style-type: none"> Speeding on the local roads from outside traffic is a concern in lower Green Valley Area and on Cordelia Rd. 	"
5	<ul style="list-style-type: none"> Traffic increase on Red Top Road, Cordellia Road, and Mangels Blvd. are a concern 	"
1	<ul style="list-style-type: none"> Construct a parallel road along I-80 from W. Texas to Jameson Canyon Road 	Comment noted
1	<ul style="list-style-type: none"> Widen Cordelia Road and create a connector from I-680 to Chadbourne Road 	"
1	<ul style="list-style-type: none"> Widen Rockville Road from I-80 (north of W. Texas St) to Hwy 12 	"
2	<ul style="list-style-type: none"> Oppose Red Top Road connector 	"
1	<ul style="list-style-type: none"> Need for a connector between Cordelia Villages and its downtown area, so that local commuters do not have to use the interstate highways. 	The South Parkway addresses this proposal
4	<ul style="list-style-type: none"> Support Red Top Road improvements 	Comment noted
2	<ul style="list-style-type: none"> Support alternative 6A 	"
5	<ul style="list-style-type: none"> Oppose connecting Business Center Parkway to Mangels Blvd. because of pedestrian safety issues 	"
1	<ul style="list-style-type: none"> Remove bike lanes to Solano College and add expand the lanes to accommodate auto travel. 	"
	<u>Southern Bypass</u>	
1	<ul style="list-style-type: none"> Southern Bypass should be closer to Cordelia and out of the marsh as much as possible 	This option will be fully considered in the EIR/S.
7	<ul style="list-style-type: none"> Support the bypass 	Comment noted

1	<ul style="list-style-type: none"> Construct temporary southern bypass until the interchange expansion is completed 	Comment noted
6	<ul style="list-style-type: none"> Southern Bypass proposal should be moved further south, away from Cordelia 	This option will be fully considered in the EIR/S.
3	<ul style="list-style-type: none"> Opposes freeway or bypass to be constructed on in the Suisun Marsh 	Comment noted
<u>Suisun Marsh</u>		
4	<ul style="list-style-type: none"> Suisun Marsh is legally protected, any proposals through the marsh will be difficult to implement because of costs 	Comment noted
1	<ul style="list-style-type: none"> Property owner willing to sell his property for the bypass project 	"
5	<ul style="list-style-type: none"> Continue to preserve and protect the Suisun Marsh 	"
<u>Truck Scales</u>		
9	<ul style="list-style-type: none"> Truck scales need to be moved 	A detailed truck scales study will be conducted as part of the remaining corridor study.
8	<ul style="list-style-type: none"> Need to have a longer on-ramp for trucks access to the I-80 freeway 	"
3	<ul style="list-style-type: none"> Change truck scales hours 	"
1	<ul style="list-style-type: none"> Stop truck traffic at critical commute hours 	"
<u>Traffic Management</u>		
4	<ul style="list-style-type: none"> Support sign solutions. 	Comment noted
4	<ul style="list-style-type: none"> Modify the center lane divide so that it is a movable barrier in order to have extra lanes during peak hours 	"
1	<ul style="list-style-type: none"> Stops signs are a nuisance on Cordelia Rd, they only create more congestion for local residents, find a different solution 	"
3	<ul style="list-style-type: none"> Design carpool lane to encourage carpooling during peak hours 	HOV system will be further studied as part of the I-80/680/780 corridor study.
1	<ul style="list-style-type: none"> Support metering lights for the interchange 	Comment noted
1	<ul style="list-style-type: none"> Re-schedule trains not to pass Cordelia Road between 2-6 p.m. 	Comment noted
<u>I-80/680 Lanes</u>		
7	<ul style="list-style-type: none"> Widen I-80/680 lanes 	This was considered in alternative 6A
<u>Viaduct/Elevated Freeway</u>		
3	<ul style="list-style-type: none"> Oppose an elevated freeway 	Comment noted
7	<ul style="list-style-type: none"> Support elevated freeway (2 comments supported an elevated freeway from Benicia Bridge to I-80/680 interchange. 	"
1	<ul style="list-style-type: none"> Build a ramp that goes over I-80 from Hwy 12 instead of using neighborhood streets. 	"
1	<ul style="list-style-type: none"> Construct an elevated freeway from Red Top Road to North Texas Street. 	"
<u>I-80/680 Planning Process</u>		
2	<ul style="list-style-type: none"> Process takes too long 	Comment noted

1	<ul style="list-style-type: none"> Additional funding sources and options are needed to build the interchange quickly 	The STA is pursuing additional funding for the project.
1	<ul style="list-style-type: none"> Need for an emphasis on how bridge projects will affect the interchange system 	The STA's countywide traffic model is being used to determine the traffic impacts along the entire I-80/680/780 corridor.
3	<ul style="list-style-type: none"> Traffic data for the Cordelia area and Solano County may be too low (may be underestimated) 	The STA's countywide traffic model is being used to determine the traffic impacts along the entire I-80/680/780 corridor.
1	<ul style="list-style-type: none"> Wait longer to expand and extend neighborhood streets to try to handle excess freeway traffic. Keep expansion projects to projects directly related to the current freeway. 	Comment noted
1	<ul style="list-style-type: none"> Mello Roos taxes should not pay for new roads 	"
1	<ul style="list-style-type: none"> Concerned that increasing freeway capacity will increase growth in Solano County 	"
<u>Rail Service/ Transit Issues</u>		
1	<ul style="list-style-type: none"> Coordinate train schedules with Cal Northern Train 	Comment noted
3	<ul style="list-style-type: none"> Alternative modes of transportation should continue to be supported to help relieve traffic congestion 	The STA's Comprehensive Transportation Plan is looking at various alternative mode proposals.
1	<ul style="list-style-type: none"> Advertise commuting on billboards next to the interchange 	Comment has been forwarded onto Solano Napa Commuter Information.
1	<ul style="list-style-type: none"> Rail service should be included with future planning activities for the interchange 	Comment noted
<u>Quality of Life Issues</u>		
1	<ul style="list-style-type: none"> Quality of life for local residents will decline if the interchange is not resolved 	Comment noted
1	<ul style="list-style-type: none"> Preserve open space as much as possible 	"
2	<ul style="list-style-type: none"> Preserve historical and natural resources in Cordelia 	"
1	<ul style="list-style-type: none"> Oppose bicycle / pedestrian improvements along the North Connector 	"
6	<ul style="list-style-type: none"> Lower property values will result in new extensions for the Green Valley 	"
9	<ul style="list-style-type: none"> Freeway noise is a concern for local residents 	Noise evaluation will be conducted as part of the EIR/S.
5	<ul style="list-style-type: none"> Increased pollution due to freeway improvements are a concern 	Air quality evaluation will be conducted as part of the EIR/S.

**COPIES OF THE TIER 2 REPORT ARE
AVAILABLE UPON REQUEST**



DATE: February 5, 2002
TO: STA Board
FROM: Dan Christians, Assist. Exec. Director/Director for Planning
RE: Countywide Transportation Plan (CTP)
Modification of Schedule and Planning and Congestion Relief
Program applications for the I-80/680/780 Transit/HOV Corridor
Study and the S.R. 113 Corridor Study

Background:

The Comprehensive Transportation Plan (CTP) has been underway for 22 months. The three subcommittees have met numerous times, several public workshops were held and various analyses and modeling projections prepared. Some of the completed tasks include: needs assessments developed and provided by each of the eight STA member jurisdictions, functional classification systems maps, RTP Candidate Projects, core data for a new updated countywide traffic model, a Capitol Corridor Rail Implementation Plan, a new Countywide Bicycle Plan and reports on existing transit conditions and candidate projects for a local Transportation for Livable Communities/Enhancements program submitted from each of the STA members

On December 12, 2001, the STA Board approved the proposed Goals, Objectives and Policies for the CTP.

Discussion:

The CTP is now in its final stages of preparation with all technical reports for each of the elements scheduled to be completed in the next few weeks and a draft plan is expected to be publicly released at the March 13, 2002 STA Board meeting (including all related elements). Additional subcommittee and public input meetings are scheduled in February, March and April. Public presentations will also be conducted during March and April 2002 in each of Solano's seven cities. Staff is recommending the STA Board schedule the Final CTP for adoption for May 8, 2002.

The Final Plan will be a user-friendly, well designed Plan that will identify the major needs, policies, plans and future implementation steps needed to implement major transportation projects and programs over the next 20 years. The Plan will set the policy framework needed to adopt an Expenditure Plan and help prioritize the programming of future state and federal funding cycles.

The CTP includes data on local and regional transportation needs, traffic projections, road maintenance shortfalls, traffic impact fees, a proposed intercity transit system, alternative modes (bike, pedestrian and TLC type projects) and various short and long-range funding needs.

An Administrative Draft of the CTP was distributed for review at the last TAC meeting. A Draft CTP will be reviewed at the February 27 TAC and the March 13 STA Board meeting. Attached is the final overall CTP schedule.

As an immediate follow-up to the two of the proposed recommendations of the CTP, Caltrans has invited the STA to apply for \$400,000 of Planning Congestion Relief Program Funds (PCRP) for the following two studies during the next two fiscal years:

- **I-80/680/780 Transit/HOV Corridor Study 2002-03-** \$275,000 of state PCRP
- **State Route 113 Corridor Study 2003-04 -** \$125,000 of state PCRP funds (with \$25,000 of in-kind match proposed from the STA for 2003-04)

See attached resolutions and draft applications for these two planning grants.

Recommendations:

1.) Approve the attached revised schedule for the CTP, 2.) Approve the attached Resolution authorizing the Executive Director to submit an application for \$275,000 of state PCRP funds for the I-80/680/780 Transit/HOV Corridor Study, and 3.) Approve the attached Resolution authorizing the Executive Director to submit an application for \$125,000 of state PCRP funds (including \$25,000 of in-kind match from the STA for 2003-04) for the State Route 113 Corridor Study.

Attachments

**Proposed Final Overall Schedule to Complete the
Solano Comprehensive Transportation Plan**

(Rev. 2-4-02)

Meeting

Transit Consortium Reviews Draft Transit Element	January 30, 2002	10:00 a.m.
Technical Advisory Committee reviews Admin. Draft Plan	January 30, 2002	1:30 p.m.
Transit Subcommittee	February 25, 2002	9:00 a.m.
Alternative Modes Subcommittee	February 28, 2002	3:00 p.m.
Arterials, Highways, Freeways Subcommittee	March 12, 2002,	12:30 p.m.
Transportation Steering Committee reviews Draft Plan	TBD	
Preliminary Draft of Plan Released at STA Board	March 13, 2002	
Environmental Document Circulated	March 13, 2002	
Public Input Meeting-all cities	March 14 - April 18, 2002	
STA Board Approves Final CTP and Environmental Doc.	May 8, 2002	

RESOLUTION NO. 2002-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN APPLICATION FOR PLANNING AND CONGESTION
RELIEF PROGRAM FUNDS THE
I-80/680/780 TRANSIT/HOV CORRIDOR STUDY**

WHEREAS, the California Department of Transportation (Caltrans) has indicated the availability of Planning Congestion Relief Program (PCRCP) funds; and

WHEREAS, there is a critical need to evaluate the potential for long term express bus service and High Occupancy Lanes (HOV) as part of the on-going TCRP- funded I-80/680/780 Corridor Study; and

WHEREAS, as part of the pending Comprehensive Transportation Plan, STA has identified the need to prepare more detailed evaluations and develop a phased transit/HOV system along the corridor; and

WHEREAS, the STA will be prepared to conduct this study in accordance with state procedures, conditions, and planning practices;

NOW, THEREFORE, BE IT RESOLVED, that STA has reviewed the PCRCP funding program and has adequate staffing resources to deliver and complete the project within the schedule set forth in the project application, attached to this resolution;

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the STA Executive Director is authorized to submit a PCRCP application for the I-80/680/780 Transit/HOV Corridor Study.

John Silva, 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 13th day of February, 2002.

Daryl K Halls, Executive Director
Solano Transportation Authority

Planning Congestion Relief Program

Section I. Application Information

A. Amount: \$275,000

Description: I-80/680/780 Transit/HOV Corridor Study

B. Applicant Agency: Solano Transportation Authority (STA)
Address: One Harbor Center, Suite 130
Suisun City, CA 94585

Contact Person: Daryl Halls, Executive Director

Phone: (707) 424-6075
E-mail: dkhalls@sta-snci.com

Fax: (707) 424-6074

C. Implementing Agency: Solano Transportation Authority (STA)
Address: One Harbor Center, Suite 130
Suisun City, CA 94585

Contact Person: Dan Christians, Assistant Executive Director/Director of Planning

Phone: (707) 424-6006
Email: dchristians@sta-snci.com

Fax: (707) 424-6074

D. Caltrans District: 4
Address: 111 Grand Avenue
Mail: P.O. Box 23660
Oakland, CA 94623-0660

Project Manager/Coordinator: Stephen Yokoi, Office Chief for Transportation Planning "B"

Phone: (510) 286-5621
Email: Stephen.Yokoi@dot.ca.gov

Fax: (510) 286-5513

E. Application Type:

Study Only

Non-Capital Phase(s)

- ___ Studies, environmental review, and permits
- ___ Preparation of project plans and specifications

___ Capital Phase(s) – **Must attach required environmental documents**

- ___ Right of Way Acquisition
- ___ Construction or Procurement

___ Complete Project

Section II. General Project Information

- A. Project Name: I-80/680/780 Transit/HOV Corridor Study
- B. Project Purpose: Prepare a Transit/HOV Study to complement the TCRP-funded I-80/680/780 Corridor Study
- C. Project Location (*attach a map*): Solano County
- D. Project Description: The STA would retain a consultant to prepare a transit/HOV analysis of the I-80/680/780 corridors.
- E. Project Scope:
 - 1) Planning Congestion Relief Program Fund Activities:
 - The study would analyze and recommend the necessary operating measures, capital improvements, phasing and funding and to promote and accommodate the maximum, potential long term ridership demand for transit, carpools and vanpools along this corridor.
 - This would be a parallel effort to the on-going TCRP- funded I-80/680/780 Corridor Study which is primarily analyzing traffic, highway operations and capital projects primarily for mixed flow vehicles. Key recommendations of the Transit Study would be incorporated into the overall Corridor Study.
 - 2) Products (PCRP Funded):
 - Analyze demand and recommend a phased comprehensive High Occupancy Vehicle (HOV) system to encourage increased ridership for transit, carpools and vanpools based on the proposals in the pending Transit Element of the Solano

- Propose specific park and ride lots improvements and phasing
- Develop a detailed, phased express bus and intercity bus operating schedule
- Recommend short and long range capital improvements to encourage transit usage and reduce transit travel time along the corridors including such components as direct on - and off-ramps for transit and/or a transitway with bus stops at key locations along the corridor
- Propose support facilities and phasing needed to implement a comprehensive, express bus system
- Recommend transportation management measures needed to implement the transit proposals and schedules

F. Total Estimated Cost of Project: \$275,000

G. Project Start Date:
Phase 1: October 1, 2002

H. Construction Start Date: N/A

I. Project End Date:
Phase 1: December 31, 2003

Section III. Project Phase Information

		Schedule (month/year)		
Phase of work	Scope	Start	End	Cost
1. Studies, environmental review, and permits	I-80/680/780 Transit Corridor Study	10-1-02	12-31-03	\$275,000
2. Preparation of project plans and specifications.	N/A			
3. Right of Way acquisition	N/A			
4. Construction or procurement	N/A			
			Total:	\$275,000

Section IV. Project Phases and PCRFP Funds covered by this application

	Phase 1	Phase 2	Phase 3	Phase 4	Total
PCRFP Funds	\$275,000				\$275,000
Other Funds	\$1,000,000 (TCRP)				\$1,000,000 (TCRP)
Estimated	9-02				

Allocation Date (month/year)					
------------------------------	--	--	--	--	--

- A. The implementing agency requests PRCP fund allocation in the amount of \$275,000 concurrent with this application.
- B. The implementing agency requests the following rate of reimbursement be considered in association with the requested allocation:
 - Proportionally spread across all funding sources.
 - Separate billing at 100% reimbursement for specified tasks to PCRCP, SP&R, and local agencies.

Section V. Additional Information

- A. Will this project utilize Regional or Inter-Regional Transportation Improvement Program funding?
 - Yes (application must be co-signed by regional planning agency or Caltrans, whichever is applicable.)
 - No
- B. For projects with a Right of Way or Construction/Procurement Phase, the lead agency must demonstrate that it is part of, or in conformity with, the appropriate Regional Transportation Plan. Attach a copy of the relevant section(s) of the Regional Transportation Plan.

N/A
- C. If this project will utilize other fund sources (i.e. STIP, local measure tax, demo funds, etc.), have they been programmed or committed? Please provide a narrative describing how they have been committed or a strategy that the agency will undertake to commit necessary funds.

\$1 million of TCRP funds have already been allocated to Segments 1, 6 and 7 phase I-80/680/780 Corridor Study. That funding and work effort has been fully committed for the past year. The analysis of Segments 6 and 7 of the Corridor Study are about to commence in March 2002. This Transit Study will directly complement and provide the multi-modal components for each of the segments in the overall corridor study.

Section VI. Signatures of Applicant Agencies

By affixing the signature(s) below, the agency certifies it has provided complete and accurate information necessary for the Division of Transportation Planning to review and process this Project Application; that the agency will in good faith pursue this work for the public's benefit in a

Project Application; that the agency will in good faith pursue this work for the public's benefit in a timely and diligent manner and comply with all existing and future Department of Transportation policies and rulings; and that the Regional Planning Agency or the Department of Transportation has reviewed and approved this project.

Director of Applicant/Implementing Agency

Date

Submitted by:

Project Manager

Date

Approval Recommended:

District Deputy Director for Planning

Date

Approval Recommended:

Chief, Office of Projects/Plan Coordination

Date

Approved:

Director, Division of Transportation Planning

Date

RESOLUTION NO. 2002-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING AN APPLICATION FOR PLANNING AND CONGESTION
RELIEF PROGRAM FUNDS FOR THE
STATE ROUTE 113 CORRIDOR STUDY**

WHEREAS, the California Department of Transportation (Caltrans) has indicated the availability of Planning Congestion Relief Program (PCRP) funds; and

WHEREAS, there is a need to evaluate the long term improvements for the State Route 113 Corridor from State Route 12 to I-80; and

WHEREAS, as part of the pending Comprehensive Transportation Plan, STA has identified the need to prepare a corridor study for State Route 113; and

WHEREAS, the STA will be prepared to conduct this study in accordance with state procedures, conditions, and planning practices.

NOW, THEREFORE, BE IT RESOLVED, that STA has reviewed the PCRP funding program and has adequate staffing resources to deliver and complete the project within the schedule set forth in the project application, attached to this resolution.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the STA Executive Director is authorized to submit a PCRP application for the State Route 113 Corridor Study.

John Silva, 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 13th day of February, 2002.

Daryl K Halls, Executive Director
Solano Transportation Authority

Planning Congestion Relief Program

Section I. Application Information

A. Amount: \$150,000

Description: State Route 113 Corridor Study

B. Applicant Agency: Solano Transportation Authority (STA)
Address: One Harbor Center, Suite 130
Suisun City, CA 94585

Contact Person: Daryl Halls, Executive Director

Phone: (707) 424-6075
E-mail: dkhalls@sta-snci.com

Fax: (707) 424-6074

C. Implementing Agency: Solano Transportation Authority (STA)
Address: One Harbor Center, Suite 130
Suisun City, CA 94585

Contact Person: Dan Christians, Assistant Executive Director/Director of Planning

Phone: (707) 424-6006
Email: dchristians@sta-snci.com

Fax: (707) 424-6074

D. Caltrans District: 4
Address: 111 Grand Avenue
Mail: P.O. Box 23660
Oakland, CA 94623-0660

Project Manager/Coordinator: Stephen Yokoi, Office Chief for Transportation Planning "B"

Phone: (510) 286-5621
Email: Stephen_Yokoi@dot.ca.gov

Fax: (510) 424 -6074

E. Application Type:

Study Only

Non-Capital Phase(s)

Studies, environmental review, and permits

Preparation of project plans and specifications

____ Capital Phase(s) – **Must attach required environmental documents**

____ Right of Way Acquisition
____ Construction or Procurement

____ Complete Project

Section II. General Project Information

- A. Project Name: State Route 113 Corridor Study
- B. Project Purpose: Prepare a Corridor Study for State Route 113 from State Route 12 to I-80
- C. Project Location (*attach a map*): Solano County
- D. Project Description: STA would retain a planning/engineering firm to prepare a corridor level analysis of the short and long term improvements required for S.R. 113 in Solano County.
- E. Project Scope:

1) Planning Congestion Relief Program Fund Activities:

This study will identify the physical improvements and management practices necessary to appropriately serve future travel demand along the corridor. The study will identify the type and size of roadway facility needed to serve travel level forecasts for the corridor as a whole and will develop a phased implementation plan of near and long term traffic improvements to maintain acceptable levels of service.

2) Products (PCRP Funded):

Task 1: Conduct current traffic counts at key intersections and document existing peak hour traffic conditions along corridor.

Task 2: Conduct modeling runs for current and proposed alternative corridor alignment(s) (using STA model) for 2005, 2010, 2015, 2020, 2025 and 2030

Task 3: Prepare alternative evaluation methodology

Task 4: Prepare alternatives packages including the advantages/disadvantages of the possible long-term relocation of S.R. 113 to the east of downtown Dixon, safety improvements, and near and long term traffic improvements

- Task 5:** Prepare a cost element
- Task 6:** Prepare a land use element
- Task 7:** Prepare a traffic operations element
- Task 8:** Prepare a public outreach element
- Task 9:** Prepare an alternatives recommendation and an implementation program

- F. Total Estimated Cost of Project:
S.R. 113 Corridor Study - \$150,000
- G. Project Start Date:
May 1, 2003
- H. Construction Start Date: N/A
- I. Project End Date: September 30, 2004

Section III. Project Phase Information

Phase of work	Scope	Schedule (month/year)		Cost
		Start	End	
1. Studies, environmental review, and permits	Corridor level analysis and modeling of the short and long term improvements required for S.R. 113 in Solano County.	5-1-03	9-30-04	\$150,000
2. Preparation of project plans and specifications.				
3. Right of Way acquisition				
4. Construction or procurement				
			Total:	\$150,000

Section IV. Project Phases and PCRFP Funds covered by this application

	Phase 1	Phase 2	Phase 3	Phase 4	Total
PCRFP Funds	\$125,000				\$125,000
Other Funds	\$25,000 (modeling and other in-kind services from the STA)				\$25,000 (modeling and other in-kind services from the STA)

Estimated Allocation Date (month/year)	5-03				
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- A. The implementing agency requests PRCP fund allocation in the amount of \$125,000 concurrent with this application.
- B. The implementing agency requests the following rate of reimbursement be considered in association with the requested allocation:

Proportionally spread across all funding sources.

Separate billing at 100% reimbursement for specified tasks to PCRCP, SP&R, and local agencies.

Section V. Additional Information

- A. Will this project utilize Regional or Inter-Regional Transportation Improvement Program funding?

Yes (application must be co-signed by regional planning agency or Caltrans, whichever is applicable.)

No

- B. For projects with a Right of Way or Construction/Procurement Phase, the lead agency must demonstrate that it is part of, or in conformity with, the appropriate Regional Transportation Plan. Attach a copy of the relevant section(s) of the Regional Transportation Plan.

N/A

- C. If this project will utilize other fund sources (i.e. STIP, local measure tax, demo funds, etc.), have they been programmed or committed? Please provide a narrative describing how they have been committed or a strategy that the agency will undertake to commit necessary funds.

Proposed in-kind match would be funded primarily from the 2003-04 STA budget for modeling and staff services.

Section VI. Signatures of Applicant Agencies

By affixing the signature(s) below, the agency certifies it has provided complete and accurate information necessary for the Division of Transportation Planning to review and process this Project Application; that the agency will in good faith pursue this work for the public's benefit in a timely and diligent manner and comply with all existing and future Department of Transportation policies and rulings; and that the Regional Planning Agency or the Department of Transportation has reviewed and approved this project.

Director of Applicant/Implementing Agency

Date

Submitted by:

Project Manager

Date

Approval Recommended:

District Deputy Director for Planning

Date

Approval Recommended:

Chief, Office of Projects/Plan Coordination

Date

Approved:

Director, Division of Transportation Planning

Date



DATE: February 5, 2002
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: 2001 Ozone Attainment Plan/
Air Quality Conformity Lapse

Discussion:

The Bay Area has entered into a federal air quality "conformity lapse" as of January 21, 2002. In a letter addressed to the MTC Commission and the Bay Area Partnership, Steve Heminger, MTC Executive Director, explained the Environmental Protection Agency (EPA) previously assured MTC that the Bay Area's new transportation conformity budget contained in the 2001 Ozone Attainment Plan for the Bay Area would be published in the Federal Register by January 15, 2002, thereby lifting the lapse by January 30, 2002. However, due to the volume of comments received by environmental groups and Central Valley interests, and the likelihood of the EPA being sued if it approves the new budget, the EPA has indicated that it may be another 2-3 weeks before taking action on the conformity budget. Once EPA acts, the MTC Commission is expected to hold a special meeting and make an air quality conformity finding for all the 2001 Regional Transportation Plan (RTP) projects. Attached is Steve Heminger's letter to the Commission and Bay Area Partnership.

During a conformity lapse, the next federal action required for a project cannot be taken. Authorization to proceed on final design, right of way acquisition, or construction, if these actions utilize federal funding, are all federal actions that cannot be authorized during a conformity lapse. However, the Federal Highway Administration (FHWA) has revised guidelines to allow federally funded design and right of way work that had been approved before a conformity lapse to continue to be federally reimbursable during the lapse. A list of Solano County projects potentially delayed by the conformity are attached for your information.

Recommendation:

Informational

Attachment



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bert Moore Center
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Commission and Bay Area Partnership

DATE: January 18, 2002

FR: Executive Director

RE: Conformity Lapse

As you know, the region will enter a "conformity lapse" on January 21, 2002. The official notification from the Federal Highway Administration (FHWA) is contained in Attachment 1.

We had hoped to lift the lapse shortly after the January 30th meeting of the Commission, at which we were scheduled to make a conformity finding on the 2001 Regional Transportation Plan (RTP). This expected action was based on an assurance from EPA that they would be able to publish our new transportation conformity budget in the Federal Register by January 15th; the budget takes effect 15 days after publication.

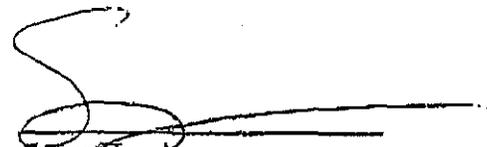
EPA informed us earlier this week that they would be unable to publish our new budget due to (a) the volume and complexity of opposing comments they had received from environmental groups and Central Valley interests, and (b) the likelihood that EPA will be sued by some or all of those groups if it moves forward with approval of the budget. We met this morning with Wayne Nastri, the new EPA Regional Administrator, and urged him to act promptly to approve our new budget and minimize the duration of the conformity lapse. He indicated that it might be at least another 2-3 weeks before EPA can take action on the conformity budget.

We have further reviewed the list of projects we released earlier that could be affected by a lapse over the next few months, including projects already in the Transportation Improvement Program (TIP) awaiting federal actions as well as new 2001 RTP projects that we hope to amend into the TIP at the earliest opportunity. This list can be found in Attachment 2.

In the "silver lining" department, FHWA recently published revised guidance that will allow ongoing federally funded design and right of way work that had been approved before a conformity lapse to continue to be federally reimbursable during the lapse. Previous guidance had only permitted continuing reimbursement for construction work. The revised guidance is contained in Attachment 3.

We have alerted the leaders of our congressional and legislative delegations, the Governor's office, and other interested stakeholders about this latest delay, and have urged their intervention. Partners and project sponsors who are so inclined should do likewise, as well as contacting EPA directly.

Please feel free to call MTC's Planning Manager Chris Brittle (510-464-7831) or Programming Manager Dianne Steinhauer (510-464-7757) if you need further information or clarification about the conformity lapse. I would also ask you to coordinate any advocacy activities with Legislative Manager Randy Rentschler (510-464-7858).



Steve Heminger

Attachments

0 4/10

0 4/10

**METROPOLITAN TRANSPORTATION COMMISSION
 PROJECTS THAT WOULD BE DELAYED BY A CONFORMITY LAPSE
 BETWEEN JANUARY AND APRIL 2002**

TIP ID	COUNTY	PROJECT NAME	PROJECT DESCRIPTION	Projects with Environmental Delays	Projects with Design or Right of Way Delays	Projects with Construction Delays
SOL970075	SOLANO	Mare Island Parkway widening	Mare Island and Wilson from Florida to Route 37 - widen to 4 lanes	X		X
SOL990004	SOLANO	I-80 Reliever Route	Vacaville: I-80 Reliever Route; Construct Jepson Parkway.	X		X
SOL990048	SOLANO	Leisure Town road park & Ride Lot	Leisure Town road park & Ride Lot	X		X
SOL99004A	SOLANO	Walters Road Project	Walters Road Project (also see I-80 Reliever Route additional support cost (split from SOL990004))	X		X
SOL-991032	SOLANO	Baylink Ferry Maintenance Facility.	In Vallejo: Create a full-scale Ferry Maintenance Facility including repair shop, fueling tanks, dock and office space and other associated improvements.	X	X	
SOL991062	SOLANO	Bella Vista Park and Ride Lot	The Bella Vista Park and Ride Lot will be a 150-space park and ride lot just off of the I-80 eastbound exit at Davis Street in	X	X	
SOL991063	SOLANO	Electric Vehicle Program Expansion	Expand the existing Electric Vehicle Program for the City of Vacaville with additional charging stations and additional electric vehicles			X

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DATE: February 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: MTC Regional Partnership Policies and SB 45

Discussion:

MTC PARTNERSHIP/REGIONAL ISSUES

On January 23, 2002, the Metropolitan Transportation Commission hosted a meeting of its key transportation partners, known as the "Partnership Board." This meeting was held in response to comments received from the Bay Area CMA Association and Regional Transit Operators pertaining to several regional policies and programs outstanding pursuant to MTC's adoption of the RTP in December 2001. MTC's "Partnership Board" consists of the Executive Directors of the nine Congestion Management Agencies, General Managers of the Regional Transit Operators, Caltrans, MTC, BAAQMD, and Federal EPA. At the meeting, the Partnership Board began the process for the Partnership to discuss, define and implement regionally these various policies and programs. All nine Executive Directors have been requested to work with MTC to craft new or revised regional policies and/or programs for these issues. The following is a listing of these issues:

1. 100% transit capital shortfall
2. TLC/HIP programs
3. Lifeline Transit
4. Regional Bike Plan
5. Local Road shortfalls
6. Air Quality Conformity
7. RTP Performance Measures
8. Proposition 42 Implementation and Impacts
9. TEA Reauthorization
10. Revisiting of SB 45

Items #1 and 3 were presented to the Transit Consortium for information on January 3, 2002. Over the next several months, STA staff will agendize all or most of these topics for STA Board, TAC and Consortium discussion.

REVISITING SB 45

At the meeting of January 23, MTC distributed an issues paper prepared by staff from the California Transportation Commission. Attached is a copy for your information. In summary, the CTC recommends the State Legislature revisit the structure of the two STIP programs introduced in SB 45 (25% ITIP and 75% RTIP). The paper further criticizes many regional agencies for their allocation to projects such as local road rehabilitation and bus replacement and rehabilitation.

Three remedies are recommended:

1. Greatly increase the percentage of STIP funds for the ITIP program versus the RTIP
 - The report suggests a 50%/50% split
2. Change the statutory scope of the regional and interregional programs so that the ITIP is more focused on interregional needs and there is more flexibility to nominate and program projects in the regional program
 - The report suggests permitting Caltrans to nominate projects for funding in the 75% RTIP directly to the CTC and allowing the CTC to program these funds from a region's 75% RTIP
3. Some combination of the first two options

Recommendation:

Informational

Attachment



I. ISSUES FOR 2002

G. Revisiting SB 45 State Transportation Improvement Program Reform

Overview: *The Commission recommends that the Legislature revisit the structure of the two STIP programs introduced by SB 45 in 1997, the 75% regional program and 25% interregional program. Most of SB 45's reforms have succeeded in achieving their goals, promoting project delivery and increasing overall funding flexibility. The structure of the two programs, however, has not lived up to its original promise and has actually frustrated the efforts of Caltrans and the Commission to meet the expectations of the Governor, the Legislature, and local elected officials. The common expectation is that the State is, or should be, responsible for meeting high priority needs, especially on State highways, while the current structure puts most decision-making in regional hands. The original promise was that regional agencies would take charge of identifying and meeting high priority system needs. In practice, however, many regions have subdivided their county shares by formula and delegated the selection of projects to individual cities and county public works departments. Meanwhile, many agencies and even private interests have come to treat the interregional program as a competitive grant program rather than a means to implement a statewide interregional system strategy. Some have come to see the interregional program as the primary means for funding a State highway project, a function the program was neither defined nor funded to do.*

The Commission identifies three general approaches that the Legislature might take: (1) greatly increase the percentage of STIP funding for the interregional program, (2) change the statutory scope of the regional and interregional programs so that the interregional program is more focused on interregional needs and there is more flexibility to program projects in the regional program, or (3) some combination of the first two approaches. The Commission recommends that the Legislature take action to remedy the current structural imbalance between the STIP regional and interregional programs.

After four years of experience with the major STIP reforms of SB 45 (1997), the Commission recommends that the Legislature now revisit one of those reforms. Among other things, SB 45 redefined the STIP to include two subprograms, with 25% of all STIP funds dedicated to an interregional improvement program developed by Caltrans and the other 75% dedicated to a regional improvement program, with funding further divided by formula to individual county shares and subject to programming by regional agencies. The original promise was that this structure would provide geographical equity, assure flexibility in meeting interregional transportation needs, and allow regions a stronger role in identifying and meeting regional transportation needs. Regions, Caltrans, and the Commission, using this structure, would work

in partnership to assure that STIP funding was used to meet statewide and regional needs in a seamless manner, regardless of mode or jurisdiction.

STIP Experience Since SB 45

This promise has not been met. The Commission's experience has shown that the current STIP structure has actually frustrated the efforts of Caltrans and the Commission to meet the expectations of the Governor, the Legislature, and local elected officials. The common expectation is that the State is (or should be) responsible for meeting congestion relief and operational improvement needs on State highways using State funds. SB 45, however, put the decision-making for most STIP funds in regional hands, while the interregional program was not designed, either by its size or the scope of its definition, to meet most State highway and rail needs.

Many regional agencies have come to regard the STIP regional program as a local program, driven by parochial interests, much like the direct local subventions of gasoline taxes to cities and counties. They have programmed STIP funds for local road rehabilitation, even on neighborhood streets. They have programmed bus replacements and even bus rehabilitation work. As real and legitimate as these needs might be, their inclusion in the STIP has compromised the State's ability to fund an effective state program and, perhaps, even effective local programs. Many regions have used the STIP eligibility of local projects to fragment decision-making, delegating the selection of projects to individual cities and county public works departments within their jurisdictions. In some cases, this may have allowed STIP funds to replace local general funds that would otherwise have been used for local road or transit purposes.

Meanwhile, many agencies have treated the interregional program as a competitive grant program rather than a means to implement a statewide interregional system strategy. Regional and local agencies, sometimes even private interests, have used the interregional program to seek project funding without drawing on a region's STIP county share. Caltrans itself has occasionally fallen into this trap by using the interregional program to meet critical needs or imperatives that it could not readily meet any other way. It is not uncommon for the Commission to receive letters from elected officials or private citizens concerned that a favored project might not be included in the interregional program, as if that were the primary means for funding a State highway project.

Recent History of Changes in STIP Programming Structure

Before 1990, the STIP was an annual five-year program, funded only from the State Highway Account. It included only State highway projects and urban mass transit guideway (rail) projects. The Commission selected the projects, with each county guaranteed a minimum proportion over a five-year period. Each county minimum was a formula proportion of 70% of the total amount expended. The other 30% was discretionary, though still subject to a 40%/60% North/South split. Each regional agency prepared an RTIP that nominated projects within its region, while Caltrans prepared a comprehensive Proposed STIP (PSTIP) covering the entire

state. The Commission's selection of projects was subject only to the geographic constraints of the North/South split and county minimums and the requirement that each project be nominated by either the region or Caltrans, if not both.

This system had at least two major drawbacks. One was that it was notoriously difficult to calculate and track county minimums because they were based on expenditures rather than programming and allocations. They were not fixed apportionments. A change in any one project would affect the calculation of every other county's minimum. Final adjustments could not be known for many years after a project allocation was made. The other major problem was that the 30% discretion really provided very little discretion. Meeting every county's minimum required that a portion of the discretionary share be used in each county to complete project funding. This made it difficult to meet needs for interregional improvements, particularly in the North.

Major changes were made in 1989 by a pair of bills known together as the Transportation Blueprint for the Twenty-first Century. Beginning with 1990, the STIP was a biennial seven-year program funded from the State Highway Account and Proposition 108 (1990) rail bonds backed by the General Fund. The four-year SHOPP was separated from the STIP. For the first time, projects on local roads were made eligible, and regions and Caltrans nominated projects in separate categories. Regions nominated Flexible Congestion Relief (FCR) and Commuter and Urban Rail (CUR) projects in their RTIPs, while Caltrans nominated Intercity Rail (ICR), Interregional Road System (IRS) and retrofit soundwall (SND) projects in its PSTIP. However, the county minimum system remained unchanged. RTIP and PSTIP projects competed for the same county minimums and discretionary programming, though many rural State highway projects might be nominated in both the RTIP (as FCR) and the PSTIP (as IRS). The county minimums remained difficult to calculate and track, and the Commission's discretion remained minimal, particularly in the North.

The next significant change came in 1993, when SB 233 changed the basis for county minimums from expenditures to allocations, beginning with the county minimum period that began in 1993-94. This made the accounting simpler and more timely, though county minimums remained and each county's minimum could still change with every STIP amendment or allocation.

When SB 45 was enacted in 1997, several major STIP reforms were made simultaneously:

- The STIP was shortened from seven to four years (with the 1998 STIP to be a transitional six-year STIP). AB 2928 in 2000 extended the STIP to five years, beginning with the 2002 STIP. All the other SB 45 reforms listed here remain intact.
- The former Transit Capital Improvement Program was discontinued and its Public Transportation Account funding was folded into the STIP. When AB 2928 (2000) created the Transportation Investment Fund with gasoline sales tax revenues, a portion of that fund's revenues was also added to the STIP.

- County minimums were replaced with county shares. The shares were based on estimates of future revenues and not on proportions of actual expenditures or allocations. This made the shares fixed apportionments, greatly simplifying share accounting.
- For the first time, Caltrans support costs were to be programmed and included in the share accounting. Previously, these support costs were not counted. Not programming support costs had complicated the development of the Fund Estimate for a multimodal STIP and created a bias toward the selection of State highway projects.
- For the first time, all projects (both State and local) were to be programmed by component (environmental, design, right-of-way, and construction), and a project could be programmed for earlier components without being programmed for construction.
- For the first time, project programming and allocations were subject to timely use of funds constraints. The Commission could allocate funds for each project component only during the fiscal year identified in the STIP, and allocated funds were available for expenditure only during that fiscal year and the following two fiscal years. The Commission could extend these deadlines no more than once, for no more than 20 months, and only upon finding that an unforeseen and extraordinary circumstance beyond the control of the of the responsible agency justified the extension.
- For the first time, regions and Caltrans nominated projects for different shares of funding. For the first time, instead of county minimums, regions received fixed formula shares of 75% of STIP funds. For programming from those shares, regions selected regional program projects in their RTIPs that could include virtually any kind of transportation project, either State or local, either roads or transit. The Commission was required to include all RTIP projects into the STIP unless it rejected the RTIP in its entirety. This authority was severely restricted by statute, and after three STIP cycles, the Commission has yet to reject an RTIP. Caltrans was left with 25% of STIP funds for the Interregional Transportation Improvement Program (ITIP), to include State highway, intercity passenger rail, mass transit guideway, or grade separation projects. At least 60% of the ITIP (15% of STIP funds) was required to be programmed for projects on the interregional road system outside urbanized areas or for intercity rail. The remainder that could be spent on State highways or rail in urbanized areas (no more than 40% of the ITIP, 10% of the STIP) was restricted by the North/South split (i.e., no more than 4% of the STIP in the North, no more than 6% in the South).

It is only the last of the reforms listed above that the Commission would now propose to revisit.

Recommendations for Statutory Reform

The Commission recommends that the Legislature modify the current STIP programming structure to remedy some of the shortcomings the Commission has identified over the three STIP cycles since SB 45. An appropriate set of changes would better focus the STIP on meeting state transportation needs, allow the Commission to direct the STIP to respond to the expectations of state and local elected officials, and discourage regional fragmentation of the STIP.

The Commission can identify at least three general approaches that the Legislature might take: (1) greatly increase the percentage of STIP funding for the interregional program, (2) change the statutory scope of the regional and interregional programs so that the interregional program is more focused on interregional needs and there is more flexibility to nominate and program projects in the regional program, or (3) some combination of first two approaches. The Commission recommends that the Legislature take one of these approaches to remedy the current structural imbalance between the STIP regional and interregional programs.

The first and most obvious remedy would seem to be simply to increase the percentage of STIP funds dedicated to the interregional program above its present 25%, perhaps to 50%. This remedy is most appealing if one accepts the premise that the State has responsibility for State highways and that the interregional program should be or must be the primary means for funding improvements on State highways. However, without changes in the regional and interregional program definitions, the percentage needed to support State highway, rail, and grade separation projects might be much higher, perhaps 75% interregional to 25% regional. With a larger interregional program, one could expect less partnering from regional agencies and more dependency on the interregional program to meet all State highway needs. Larger percentages for the interregional program might also mean greater concerns about statewide equity.

A second remedy, an alternative to the first, would be to maintain the current 25%-75% split while modifying the definitions and procedures governing the interregional and regional programs. A key element of this alternative would be to permit Caltrans to nominate projects, and the Commission to program projects, directly from the 75% regional program. The following set of modifications, taken together, could provide the needed programming flexibility (1) by shifting some project funding from the 25% interregional program to the 75% regional program, (2) by shifting some project funding from the 15% unrestricted portion of the interregional program the 10% restricted portion, and (3) freeing up 75% regional program shares by reducing, if not eliminating, the incentive for regional agencies to fragment and suballocate county shares. By shifting more project funding to the 75% regional program, these modifications would also bring more focus to the remaining 25% regional program.

The following modifications would increase programming flexibility through changes in the definitions and procedures for the 75% regional program. They would provide more options for nominating and programming projects and reduce the suballocation of county shares by formula:

- Caltrans nominations from the 75% regional program. Permit Caltrans to nominate a project for county share funding through the ITIP. A project nominated in this way would not be subject to the constraints of the STIP interregional program. **This would parallel the current provision that permits a region to propose an interregional program project in its RTIP and the pre-SB 45 provision that permitted Caltrans to propose an FCR project in the PSTIP.** The former provision has not yet been used and the latter provision was only rarely used. Both, however, have served to provide greater balance and flexibility in the STIP development process.

- **CTC project approval.** Permit the Commission to approve RTIP projects individually for inclusion in the STIP. **This would parallel the Commission's current authority with regard to ITIP projects and would provide the kind of programming flexibility the Commission had before SB 45, even with fixed county shares.** Prior to SB 45, the Commission had the authority to program individual projects, provided that they were nominated by either the regional agency or Caltrans. Since SB 45, the Commission has been able to exclude an RTIP project from the STIP only by rejecting the RTIP in its entirety. Permitting the approval of individual projects would provide greater balance and flexibility in the STIP development process by allowing the Commission to consider direct Caltrans nominations. It would discourage the suballocation of county shares and help to assure that the regional program adequately provides for regionwide needs.
- **Rehabilitation projects.** Redefine "transportation improvement projects" to exclude local road and bus rehabilitation and equipment replacement projects. The present eligibility of these projects for the STIP has enabled and provided a strong incentive for many regional agencies to suballocate their county shares, delegating the selection of projects to individual cities and county public works departments. A local jurisdiction, without other needs, could always find rehabilitation work to use a share suballocated by the region. This fragmentation of decision-making has been a barrier to the selection and implementation of effective improvement projects while allowing STIP funds to be used to displace other locally available funding. Since local rehabilitation projects were first programmed in the STIP, AB 2928 (2000) created a new local subvention program from the Transportation Investment Fund, funded by the state sales tax on gasoline. Now scheduled for a six-year period, this subvention would be extended and made permanent by the approval of Proposition 42 (Assembly Constitutional Amendment 4) in March 2002.

The following modifications would increase programming flexibility through changes in the definitions and procedures for the 25% interregional program. They would free up the limited capacity of the current 25% interregional program by allowing more projects to be nominated and programmed from the 75% regional program:

- **Commuter rail.** Define "intercity rail" as it was defined in statute prior to SB 45. With this change, commuter rail projects would be treated as "mass transit guideways" rather than as "intercity rail." That would shift commuter rail projects from the 15% unrestricted portion of the interregional program, where they have been programmed, to either the 10% restricted portion of the interregional program or to the 75% regional program. Under the current statutes, at least 60% of the interregional program (15% of the STIP) must be programmed for projects on the interregional road system outside of urbanized areas or on intercity rail. Up to 40% of the interregional program (10% of the STIP) may be programmed for projects in urbanized areas and off the interregional road system, including mass transit guideways. Since SB 45, commuter rail operators have argued for and come to expect support for their systems under the rubric of intercity rail, subject neither to the limitations of county shares nor to the restriction on urbanized area projects in the interregional program. These expectations strain the limited capacity of the interregional program.
- **Rail rolling stock.** Limit "mass transit guideways" in the interregional program, including commuter rail, to fixed facilities and exclude rolling stock. That would shift rolling stock

projects to the 75% regional program. The five-county Metrolink system in Southern California has received over \$56 million to date through the 25% interregional program to purchase rolling stock. This is a convenient source of funding for the operator and the regional agencies involved since it eliminates the need to negotiate proportionate shares among the counties. However, expectations for rolling stock projects for multicounty rail systems strain the limited capacity of the interregional program.

- Freeway access. Exclude freeway interchange projects from the 25% interregional program where they are designed to provide access to the system rather than to increase through capacity. Caltrans would instead nominate these projects directly from the 75% regional program. These projects rarely contribute significantly to the interregional movement of people and goods, though they often have strong support from local officials and may be of high state interest for the purpose of supporting economic development. Expectations for these access projects further strain the limited capacity of the 25% interregional program.

A third remedy would be to implement some combination of the first two alternatives. For example, the Legislature might enact some, but not all, of the modifications for flexibility identified above while increasing the proportion of the interregional program, but to something less than 50% of the STIP. To the extent that the identified modifications to the 75% regional program are not implemented, the interregional program share of the STIP should be increased above the current 25% and the regional share should be decreased accordingly. To the extent that the identified modifications to the 25% interregional program are not implemented, either the share of the interregional program that must be programmed for the interregional road system and intercity rail should be increased to an amount greater than the current 60% or the overall interregional program should be increased to an amount greater than the current 25% and the share for the regional program should be decreased accordingly.

The Commission offers these alternatives for consideration and discussion and has not yet taken a specific position in support of any particular percentage split or any particular set of the identified modifications for programming flexibility. The Commission does, however, recommend that the Legislature take some action or set of actions to remedy the current structural imbalance between the regional and interregional programs of the STIP. Such action should shift the programming of the STIP away from localized subventions toward meeting regionwide and statewide needs. At the same time, it should allow Caltrans and the Commission to better meet the programming expectations of the Governor, the Legislature, and local elected officials.



DATE: February 5, 2002
TO: STA Board
FROM: Dan Christians, Asst. Exec. Director/Director for Planning
Robert Guerrero, Planning Assistant
RE: Progress Report for Phase 1 of the
Countywide Trail Plan

Background:

As indicated in the Countywide Trails Plan YSAQMD Application Staff Report (Board Agenda Consent Item), the Countywide Trails Plan is split into three phases: Phase 1 consists of an inventory and existing trails condition report; Phase 2 is a preliminary engineering and environmental document for a Bay/Ridge Trail connector route in south county; and Phase 3 will complete the comprehensive trails plan for the entire county and propose new potential connector trails to existing and planned trails identified in Phase 1.

A Trails Advisory Committee (TRAC) comprised of trail enthusiasts, public officials, public and private agencies were formed to provide guidance and input in the development of the Countywide Trails Plan. The TRAC has met twice since November 2001.

Discussion:

Randy Anderson, the Solano Countywide Trails Plan consultant, has developed a draft Countywide Trails Plan Report based upon a collection of existing trail plans from various agencies in Solano County, input from the TRAC, and field observations. The report contains an overview of the various existing trail plans, maps with regionally significant trails, and goals and policies for a viable countywide trail system. Mr. Anderson is working on Phase 1 and Phase 2 of the Trails Plan concurrently. STA Staff is continuing to pursue additional funding for Phase 3, estimated to cost \$60,000.

The STA will incorporate policies and goals from the Phase 1 Countywide Trails Plan into the Alternative Modes Element of the Solano Comprehensive Transportation Plan. The next scheduled TRAC meeting is on March 14, 2002 at 6:30 p.m. in the STA Conference Room. It is expected that a presentation on the Phase 1 report will be made to the STA Board at the April 2002 meeting with approval expected at either the May or June 2002 meeting.

Recommendation:

Information



DATE: February 5, 2002
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: Schedule for STA/YSAQMD Clean Air
Screening Committee

Discussion:

A Call for Projects was issued for the YSAQMD Clean Air Program in January 2002. Projects generally considered for Clean Air funds include clean fuel infrastructure programs, transit services, alternative transportation programs, and public education/information.

At the request of the YSAQMD, the STA Board appointed Vacaville Council Member Risha Slade and Dixon Mayor Mary Ann Courville to represent the STA Board at the STA/YSAQMD Screening Committee for the YSAQMD Clean Air Program. The remaining participants on the Screening Committee include Rio Vista Mayor Marci Coglianesse, Dixon Council Member Dan Supriano, and County Supervisor Skip Thompson. All three participants are members of the YSAQMD Board.

The Screening Committee will assist the YSAQMD in determining what clean air projects will be funded for FY 2002-03. Approximately \$270,000 will be available for Clean Air Projects to cities, the county and other eligible applicants within the Yolo-Solano Air Quality Management District.

STA staff has requested Solano applicants submit their applications to the STA by February 8, 2002 to allow enough time to package and distribute the applications for the Screening Committee for review. ***The Screening Committee is scheduled to meet in the STA Conference Room at 10:00 a.m. on February 14, 2002.*** Applicants are encouraged to attend the meeting to clarify any questions from the Screening Committee.

Recommendation:

Informational



DATE: February 5, 2002
 TO: STA Board
 FROM: Robert Guerrero, Planning Assistant
 RE: Review Funding Opportunities

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

<u>Fund Source</u>	<u>Application Available From</u>	<u>Applications Due</u>
YSAQMD Clean Air Funds Program FY 2001/2002	Jim Antone, YSAQMD (530) 757-3653	<u>Due to the STA:</u> February 8, 2002 <u>Due to YSAQMD:</u> February 23, 2002
Carl Moyer Program Inter-District Projects	Rosalva Tapia Air Resource Board (916) 322-6973	February 15, 2002 at 4 p.m.
Solano Transportation Fund for Clean Air Program (40% Program Manager Funds)	Dan Christians, STA (707) 424-6075	March 1, 2002
Elderly and Disabled Transit (Section 5310 Program)	Kate Miller, MTC (510) 464-7722	March 8, 2002
TLC Neighborhood Capital and Planning Grant Program	Ashley Nguyen, MTC (510) 464-7809	March 29, 2002
Safe Routes to Schools Program*	Jeff Georgevich, MTC (510) 464-7820	May 2002
Regional Transportation Fund for Clean Air Program	Andrea Gordon (415) 749-4940	June 2002
Bicycle Transportation Account	Julian Carroll, Caltrans (510) 286-6485	June 2002

* New Funding Opportunity



FUNDING OPPORTUNITY:

YSAQMD Clean Air Fund Program FY 2002-03

**Applications Due to STA by February 8, 2002
and will be due to YSAQMD February 22, 2002**

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

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

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and County of Solano.

Program Description: The YSAQMD Clean Air Funds Program provides grants to local agencies to implement various clean air projects.

Funding Available: Approximately \$375,000 will be available for the entire Yolo-Solano air district. Solano sponsors are expected to receive about \$270,000 in funding for clean air projects from this program for 2002-03.

Eligible projects: Eligible projects include clean fuel infrastructure programs, transit services, alternative transportation programs, and public education/information.

Further Details: Applications are available immediately and may be obtained from YSAQMD website or by calling Jim Antone at (530) 757-3653.

STA Program Contact Person: Dan Christians, STA Assistant Executive Director, (707) 424-6006. dchristians@STA-SNCL.com.



FUNDING OPPORTUNITY:

Carl Moyer Program Inter-District Project

Applications Due: February 15, 2002

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the Carl Moyer Program Inter-District Project is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private and public entities that have projects operating in more than one air district.

Program Description: The Carl Moyer program Memorial Air Quality Standards Attainment Program aims to reduce emissions from heavy-duty diesel engines, resulting in real, quantifiable, and enforceable near-term emission reductions that are extremely cost-effective.

Funding Available: The Air Resources Board has set aside \$501,750 for inter-district projects.

Eligible Projects: Eligible projects include marine vessels, locomotives, and on-road vehicles.

Further Details: These funds specifically target projects that qualify for the Carl Moyer Programs and significantly impact at least two air districts.

Program Contact Person: Rosalva Tapia, Air Resource Board, (916) 322-6973

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



FUNDING OPPORTUNITY:

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

Applications Due: March 1, 2002

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the Solano 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 this funding program and provide feedback on potential project applications.

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

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

Funding Available: Approximately \$340,000 is available for FY 2002-03.

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

Further Details: Contact the Solano Transportation Authority for application material, program guidelines, and any other additional information about the Solano Transportation Fund for Clean Air.

STA Contact Person: Dan Christians, STA Assistant Executive Director, (707) 424-6006. dchristians@STA-SNCL.com



FUNDING OPPORTUNITY:

Elderly and Disabled Transit (Section 5310) Program

Applications Due: March 8, 2002

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the Elderly and Disabled Transit (Section 5310) Program funds is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit corporations and public agencies where no nonprofits are readily available to provide the proposed service or that have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.

Program Description: The Elderly and Disabled Transit (Section 5310) Program provides capital grants for the purpose of meeting transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate.

Funding Available: Approximately \$9 million in 2002-03. Agencies are required to provide at least 20% local match.

Eligible Equipment: Transit Accessible vans and buses, communication equipment, and computer hardware and software.

Further Details: Please contact MTC or STA for appropriate forms. Applications and program guidelines can also be obtained at www.dot.ca.gov/hq/MassTrans/applicat.htm

Program Contact Person: Kate Miller, MTC, (510) 464-7722. Kmillier@mtc.ca.gov.

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



FUNDING OPPORTUNITY:

Transportation for Livable Communities (TLC): Neighborhood Capital Grant Program

Applications due to MTC by noon on Friday, March 29, 2002

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

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

Eligible Project Sponsors: Local jurisdictions, transportation service providers and community organizations in the San Francisco Bay Area.

Program Description: The Transportation for Livable Communities (TLC) program has capital grants available for local agencies to construct community-oriented transportation projects.

Funding Available: Approximately \$9 million of funds are available for this cycle of TLC projects for the nine-county Bay Area. At least 11.5% local match is required for capital projects. Grants for projects range from \$150,000 to \$2 million.

Eligible Projects: Eligible TLC projects include streetscape improvements and transit-, pedestrian-, and bicycle-oriented developments. Projects that provide pedestrian, bicycle and transit links to these centers will qualify for this program.

Program Contact Person: Ashley Nguyen, Metropolitan Transportation Commission (510) 464-7809. anguyen@mtc.ca.gov.

STA Contact Person: Robert Guerrero, STA Planning Assistant (707) 424-6014. rguerrero@STA-SNCI.com.



FUNDING OPPORTUNITY:

Safe Routes to Schools Program (3rd Cycle)

Applications Due: May 2002

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

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 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 2nd cycle may be viewed at www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm .

Funding Available: \$19.8 million was available Statewide last year. This program requires a 10% local match. STA staff will update member agencies when actual amount becomes available.

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

Program Contact Person: Jeff Georgevich, MTC, (510) 464-7820.

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



FUNDING OPPORTUNITY:

Regional Transportation Fund for Clean Air Program

Applications Due: June 2002

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the Regional Transportation Fund for Clean Air Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions 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 region.

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

Funding Available: Last year approximately \$10 million was available to the Bay Area. Specific funding amount available for FY 2002-03 will be provided in as more information becomes available.

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

Further Details: Guidelines for FY 2002-03 Regional TFCA program is currently being revised. More information will be provided as they become available.

Program Contact Person: Andrea Gordon, BAAQMD, (415) 749-4940

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



FUNDING OPPORTUNITY:

Bicycle Transportation Account

Applications Due: June 2002

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

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

Eligible Project Sponsors: Cities and Counties are eligible to apply for BTA funds and may apply on behalf of an agency that is not a city or county but propose construction of a bicycle project.

Program Description: The program is intended to assist cities and counties fund bicycle projects.

Funding Available: \$7.2 million was available Statewide last year. Staff will update member agencies when actual amount becomes available. This program requires a 10% local match.

Eligible Projects: Eligible projects include: New Bikeways serving major transportation corridors, bicycle parking racks, bicycle carrying facilities on public transit vehicles, installation of traffic control devices to improve safety and efficiency, elimination of hazardous conditions on existing bikeways, planning, and improvements and maintenance of bikeways.

Further Details: The BTA program guidelines are being revised and will slightly differ from last year's program guidelines. Interested agencies will be notified as more information becomes available.

Program Contact Person: Julian Carroll, Caltrans District 4, (510) 286-6485

STA Contact Person: Robert Guerrero, STA Planning Assistant (707) 424-6014.
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*Agenda Item XI.F
February 13, 2002*



DATE: February 5, 2002
TO: STA Board
FROM: Kim Cassidy, Office Administrator/Clerk of the Board/
RE: Updated STA Meeting Schedule for 2002

Discussion:

Attached is the proposed STA schedule for meetings that may be of interest to the STA Board. This schedule is an overview of the 2002 calendar year.

Recommendation:

Informational

Attachment



DATE: February 5, 2002
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: SNCI Events Schedule

Background:

Solano Napa Commuter Information (SNCI) organizes three major promotional campaigns a year and staffs dozens of events. Planning for two of the promotional campaigns has begun and staffing events will begin shortly.

Discussion:

SNCI will organize the Solano/Napa campaigns of major regional and statewide promotions this year.

Bay Area Vanpool Promotion	March 15 – April 30
California Bike to Work Week	May 13 - 17
California Rideshare Week	October 7-11

Planning for the Vanpool Promotion and the Bike to Work campaigns have already begun. California Rideshare Week promotion, the largest of the three, will begin by June. When possible, these campaigns include coordination with local transit operators. The Bike to Work campaign is coordinated with both Napa and Solano Bicycle Advisory Committees (BAC).

The Bay Area Vanpool Promotion will focus on forming new vanpools through leads secured during the campaign period. The primary outreach will be through employers and targeted employment areas selected throughout the Bay Area. In SNCI's service area, the Benicia Industrial Park is the employment area that will be targeted. The Benicia Industrial Park does not have transit service and several employers have expressed a desire for transit or organized car/vanpooling services. SNCI is planning to intensify its outreach to the Benicia Industrial Park for this Vanpool Promotion.

The California Bike to Work will target employers, the general public, and specialized organizations such as bicycle clubs, stores, etc. The campaign will be coordinated with the local bicycling communities via the STA's and NCTPA's Bicycle Advisory Committees. Local sponsors will be secured.

The largest and most multi-faceted campaign is California Rideshare Week. Employers and the general public will be targeted. SNCI establishes a number of partnerships throughout the local transportation and business community to support this campaign. A wide range of outreach strategies will be utilized to maximize the visibility of Rideshare Week.

Throughout the year, SNCI brings its services to the public by staffing an information booth at dozens of events. These range from Business Expos to Farmers' Markets in the two-county area. These have been very successful in delivering services directly to new clients in the community.

"Event season" hits high gear in the summer months (June – August), but events begin to occur in March and typically continue into November. The spring and fall events tend to be in-door events such as Chamber Business Expos, Job Fairs, Cultural events, etc. Outdoor events include the Solano Bicycle Classic and Earth Day events in April. The summer period includes many outdoor events such as the local Farmers' Markets, outdoor concert series, fairs and agricultural celebrations. SNCI also staffs booths at events held by other transportation organizations such as the San Francisco Transportation Management Agency (SFTMA) that affect Solano/Napa commuters.

As the dates of many events have not yet been established by the organizers, SNCI does not have a calendar of events that are expected to be staffed by an information booth. A few events expected in the next few months that SNCI may be staffing include an Earth Day/lawnmower exchange event in Solano organized by a local committee of air quality organizations, other Earth Day events, the Solano Bicycle Classic, and Chamber Business Expos.

Recommendation:
Information