



One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

MEETING NOTICE

March 13, 2002

**STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA
6:00 P.M. Regular Meeting**

**MISSION STATEMENT - SOLANO TRANSPORTATION
AUTHORITY**

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

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

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 Coglianese
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. **CALL TO ORDER – CONFIRM QUORUM** Chair Silva
- II. **PLEDGE OF ALLEGIANCE**
- III. **APPROVAL OF AGENDA**
- IV. **OPPORTUNITY FOR PUBLIC COMMENT (6:05 – 6:10 p.m.)**
- V. **EXECUTIVE DIRECTOR’S REPORT (6:10 – 6:15 p.m.) – Pg 1** Daryl Halls
- VI. **COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC**
 - A. **Caltrans Report** Lenka Culik-Caro
Caltrans District IV
- VII. **CONSENT CALENDAR**

Recommendation: Approve the following consent items in one motion (Note: Items under consent calendar may be removed for separate discussion) (6:15-6:20 p.m.) – Pg 7

 - A. **STA Board Minutes of February 13, 2002 –** Kim Cassidy
Recommendation: Approve STA Board Minutes of February 13, 2002 - Pg 9
 - B. **Draft STA TAC Minutes for February 27, 2002** Kim Cassidy
Informational - Pg 17
 - C. **Draft STA TAC Minutes for March 4, 2002** Kim Cassidy
Informational - Pg 23
 - D. **FY 01/02 TDA Claim and Agreement for Solano Paratransit** Nancy Whelan
Recommendation: 1. Approve the submittal of an amendment to the STA FY 2001-02 TDA claim for Solano Paratransit services in the amount of \$193,406, for the balance of the fiscal year ending June 30, 2002 and 2. Approve the amendment to the agreement between STA and the City of Fairfield for Solano Paratransit operations in the amount of \$193,406, for the period January 1, 2002 through June 30, 2002- Pg 25
 - E. **City of Fairfield TIP Amendment** Jennifer Tongson
Recommendation: Authorize the Executive Director to submit the TIP Amendment request from the City of Fairfield to MTC to transfer \$140,000 in CMAQ funds from the North Texas Street Right Turn at Travis Boulevard

project to the North Texas Street Local Bus Transfer Facility project– Pg 29

- F. STA/YSAQMD Screening Committee** Robert Guerrero
List of recommended projects for the 2002/03 YSAQMD Clean Air Fund Program
Recommendation: - Support list 2002/03 YSAQMD Clean Air Fund of projects as recommended by STA/YSAQMD Screening Committee - Pg 33
- G. Solano County Request for STA** Daryl Halls
Support for Re-opening Union Street between Fairfield and Suisun City
Recommendation: Authorize staff to pursue funding and initiate a feasibility study to consider the re-opening of Union Street between downtown Fairfield and Suisun City and to identify other at-grade crossings located within Solano County as candidates for potential closure – Pg 35
- H. Staff Organizational Adjustment** Daryl Hall
Recommendation: Approve STA's staff organization adjustment with revised job classifications as follows: 1. Shift the Project Analyst position to Associate Planner and 2. Shift the Planning Assistant position to Project Assistant Pg 39
- I. Contract amendments for CTP Consultants** Dan Christians
Fehr and Peers, Wilbur Smith Associates and Alta Transportation
Recommendation: Authorize the Executive Director to enter into contract amendments with the CTP consultants as follows: 1.) \$20,000 for Wilbur Smith Associates, 2.) \$20,000 for Alta Transportation and 3.)\$57,000 for Fehr and Peers/Grandy Associates to complete STA's CTP and related elements Pg 43
- J. Funding agreement for the Napa-Solano Passenger And Freight Rail Study between STA and NCTPA** Dan Christians
Recommendation: Authorize the Executive Director to finalize and execute an agreement for funding the Napa/Solano Passenger Rail Study between STA and NCTPA Pg 45
- K. Revisions to CMAQ/STP Match List** Dan Christians/
Jennifer Tongson
Recommendation: Authorize the Executive Director to submit the attached revised CMAQ Match Program to MTC and request MTC and Caltrans to advance \$178,000 from FY 2002/03

to cover the \$159,000 CMAQ Match shortfall identified for 2001/02
Pg 53

**L. FY 02/03 and FY 03/04 Gas Tax Contributions
and TDA Claim Estimates**

Daryl Halls/
Nancy Whelan

*Recommendation: Approve FY 02/03 and FY 03/04 Gas Tax
Contribution and TDA Claim Estimates and authorize the
Executive Director to forward to STA's Member Agencies
Pg 59*

VIII. FINANCIAL ITEMS

**A. Consultant Selection for Preparation of the
Environmental Document for the North Connector
Project and the I-80/I-680/SR12 Interchange Project**

Daryl Halls
Dale Dennis

*Recommendation: Authorize the Executive Director to: 1.)
Enter into an agreement with Korve Engineering to prepare
the Project Report/Environmental Document for the North
Connector project for an amount not to exceed \$2,000,000
and 2.) Enter into an agreement with the Mark Thomas/Nolte
Associates Team to prepare the Project
Report/Environmental Document for the I-80/680/SR12
Interchange project for an amount not to exceed \$6,500,000
(6:20-6:25 p.m.) – Pg 61*

**B. Feasibility Study for Contra Costa/Solano
Commuter Rail Service**

Dan Christians

*Recommendation: Authorize the Executive Director to
develop a scope of work and enter into an agreement for
funding the Contra Costa-Solano Commuter Rail Feasibility
Study between STA, BART, MTC, Capitol Corridor and the
CCTA
(6:25-6:30 p.m.) – Pg 63*

IX. ACTION ITEMS - NON-FINANCIAL

A. STA's Draft Comprehensive Transportation Plan

Dan Christians,
Bob Grandy,
Ron Milam,
Peter Martin,
Josh Abrams

- 1. CTP Summary Element**
- 2. Transit Element**
- 3. Arterials/Highways/Freeways Element**
 - A. Rideshare Section**
- 4. Alternative Modes Element**

*Recommendation: Approve the public release of the Draft
Solano Comprehensive Transportation Plan including the
overall CTP report and the Transit Element, Arterials,
Freeways and Highways Element and Alternative Modes
Element; and 2.) In accordance with CEQA, publish a
Notice of Intent to approve a Negative Declaration and
provide for a 30-day public comment period for the plan*

and all elements based on the attached environmental checklist/Initial Study
(6:30-7:30 p.m.) – Pg 67

- B. Legislative Report** Janice Sells
Recommendation: Approve recommended positions and direct STA staff to take appropriate action on support item:
1. Support position on AB 1296, 2. Watch position on SB 1243, 3. Watch position on SB 1492 and 4. Watch position on SCA 3
(7:30-7:35 p.m.) Pg 89

X. INFORMATION ITEMS

- A. Status of Development of Expenditure Plan for Transportation** Jim Spering,
Daryl Halls
Informational (7:35-7:40 p.m.) – Pg 95

(No Discussion Necessary)

- B. MTC 511 Regional Information Telephone Service** Elizabeth Richards
Informational - Pg 115
- C. Ozone Attainment Plan/Air Quality Conformity Lapse** Robert Guerrero
Informational – Pg 117
- D. Review Funding Opportunities** Robert Guerrero
Informational – Pg 121
- E. Updated STA Meeting Schedule for 2002 and** Kim Cassidy
Informational – Pg 127

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT – Next Meeting: April 10, 2002 at 6:00 p.m., at Suisun City Hall



MEMORANDUM

DATE: March 5, 2002
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – March 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.

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

STA staff and a team of three planning consultants have completed the draft Comprehensive Transportation Plan (CTP). The draft CTP was initiated by the STA Board early in the year 2000 and has been developed with extensive input from Solano County's seven cities, the County of Solano, the business community, various local and regional partners and the public. A total of seven public input meetings were held in the fall of 2000 (one in each city) when the plan was initiated. Each of the STA's member agencies developed a list of local transportation needs and requests and these have been reflected in the CTP.

The STA's Board Members and Alternatives have served on one or more of three separate subcommittees that have worked diligently over the last 15 months to develop the specific elements of the CTP. I want to thank all of the individuals that have supported these subcommittees including members of the STA TAC, Transit Consortium, Bicycle Advisory Committee, Paratransit Coordinating Council, Yolo-Solano AQMD, SEDCORP, Chambers of Commerce, League of Women Voters, Greenbelt Alliance and other interested community groups and public agencies.

* **Development of Transportation Expenditure Plan**

A transportation poll was recently completed by the firm of Evans/McDonough. This public opinion survey was funded by the California Alliance of Jobs in partnership with SEDCORP. A summary of the poll results was presented to the STA's Expenditure Plan Management Committee on February 14, 2002, to the Solano Mayor's Conference on February 20, 2002 and will be presented to SEDCORP'S Transportation Action Team on March 14, 2002. Mayors Jim Sperring and Tony Intintoli, and Supervisor John Silva have requested that a complete copy of the poll results be provided when all of the results are tabulated. Based on a sample size of 800 Solano County votes, the poll indicates a high level of support (78%) for a series of transportation projects. Jim Sperring will provide a status report at the meeting. The STA is continuing to work with the Solano County Mayor's Conference to ensure collaboration between the transportation and open space planning efforts.

* **I-80/680/SR12 and North Connector Consultants**

STA staff continues to work with Caltrans to initiate the environmental study for the I-80/680/SR 12 Interchange Project. Critical next steps include initiation of two separate environmental studies for the full interchange and the North Connector. Based on discussions with Caltrans, the Truck Scales Reconstruction and Relocation Study will be conducted as part of the environmental study for the full interchange. Concurrently, the STA is working to ensure coordination with the I-80/680/780 Corridor Study, the SR 12 (Jameson Canyon) TCRP project, I-80/680 Auxiliary Lane Project and the I-80/SR 12 West Truck Climbing Lane project.

The STA will be initiating the Corridor Study for segments 6 (I-80 between SR 12 Est and I-505) and 7 (I-80 between I-505 and the Yolo County line) with public input meetings in late May 2002. This is scheduled to occur after adoption of the CTP adopted by the STA Board. Staff and the consultant team are planning to have a draft of segments 6 and 7 completed by September 2002.

Groundbreaking for Highway 37

Scheduled on Friday, March 15, 2002, Caltrans and the STA will commemorate the initiation of the Highway 37 project with a groundbreaking ceremony. The event is scheduled for 10:30 a.m. and will be held at Guadalcanal Village off Mare Island Way.

Federal Priority Projects

On February 19, 2002, Congresswoman Ellen Tauscher and Congressman George Miller hosted a transportation forum focused on Solano County's four transportation priority projects identified for Federal funding by the STA. A large number of elected officials and transportation staff from Solano, Contra Costa and Napa counties, MTC and Caltrans were in attendance. At the meeting, the participants agreed to support the four priority transportation projects as follows:

	<u>Appropriations</u>	<u>Reauthorization</u>
1. I-80/680/SR 12		\$50 million
2. Vallejo Station	\$10 million	\$10.5 million
3. Jepson Parkway		\$20 million
4. Fairfield/Vacaville Station	\$5.3 million	\$17 million

STA Staffing Update

Two finalists have been identified for the Director for Projects position. Final interviews are scheduled for March 18th. On this agenda, I have recommended an adjustment to the STA's staff organizational structure to provide better staff support for the planning and projects/funding functions.

Attachment:

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

Solano Transportation Authority
Acronyms List
Updated 3/5/02

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
BAC	Bicycle Advisory Committee	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	PCRP	Planning and Congestion Relief Program
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		

STA Project Development Fund 2002 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. Main Span contract is under construction. 780/680 interchange construction started 1/23/02. Toll Plaza readvertised 12/24/01 and new bid opening is 2/14/02. New bridge opening to traffic scheduled for December 2004. Bridge demolition under design 11/2001.
Capitol Corridor Rail Facilities Plan and Expanded Service-Suisun Station Parking 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 have been 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 underway. State PCRFP event submitted for I-80/680/780 Transit/HOV Study.
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. An additional \$2 million of 2002 ITIP funds recommended by Caltrans.
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 under development.
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. - Groundbreaking to begin construction scheduled for 3/15/02. - Phase I (restoration of tidal wetlands at Guadalcanal Village) is 95% complete. - Phase II (construction of 4-lane freeway from Napa River Bridge to Enterprise St.): contract was awarded 12/18/01; approved 1/7/02. - Phase III (construction of 4-lane freeway from Enterprise St. to Diablo St. and cloverleaf interchange for Rt. 37/29 intersection): at 90% PS&E; all permits secured.

Highway 113 SHOPP	*	*	*	Scope of work under refinement. Meeting with Caltrans and Dixon held 1-23-02 to discuss project status..
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.
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 approved 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. - On 2/13/02, STA Board approved a funding plan for \$10 million of 2002 RTIP funds for four priority segments.
Project Monitoring (local projects)	\$20,000	\$6,626	*	Next STIP funding cycle due June 30, 2002. Next federal obligation date for Cycle 2 STP/CMAQ projects due to Caltrans by July 1, 2002
Red Top Slide SHOPP Project	*	*	*	-Monitoring mitigation efforts by Caltrans. STA subcommittee formed to review emergency plan. Approved as design sequence pilot project. - State of art drainage shaft project commenced. Contract awarded 10/4/01 and approved 10/15/01. Contract is about 15% complete.
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



DATE: March 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 approve the following attached consent items:

- A. STA Board Minutes of February 13, 2002
- B. Draft STA TAC Minutes for February 27, 2002
- C. Draft STA TAC Minutes for March 4, 2002
- D. Amended FY 01/02 TDA Claim Amendment and Agreement for Solano Paratransit
- E. City of Fairfield TIP Amendment
- F. STA/YSAQMD Screening Committee
List of recommended TFCA projects
- G. Solano County Request for STA Support for Re-opening
Union Street between Fairfield and Suisun City
- H. Staff Organizational Adjustment
- I. Contract amendments for CTP Consultants
Fehr and Peers, Wilbur Smith Associates and
Alta Transportation
- J. Funding agreement for the Napa-Solano Passenger
and Freight Rail Study between STA and NCTPA
- K. Revisions to CMAQ/STP Match List
- L. FY 02/03 and FY 03/04 Gas Tax Contribution And TDA Claim Estimates



SOLANO TRANSPORTATION AUTHORITY
Minutes for Meeting of
February 13, 2002

II. CALL TO ORDER - CONFIRM QUORUM

Chair Silva called the regular meeting to order at 6:04 p.m. A quorum was confirmed.

**MEMBERS
PRESENT:**

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

**MEMBERS
ABSENT:**

**STAFF
PRESENT:**

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

**ALSO
PRESENT:**

Lenka Culik-Caro	Caltrans
Cameron Oakes	Caltrans
Morrie Barr	City of Fairfield
Ron Hurlbut	City of Fairfield
Ed Woodruff	City of Rio Vista (Alternate)
Mike Duncan	City of Suisun City

Gian Aggarwal	City of Vacaville
Mark Akaba	City of Vallejo
Ken Smith	Fairfield Citizen
Steven Chappell	Fairfield Citizen
George Eleupoulus	Fairfield Citizen
Donald Heimberger	Fairfield Citizen
Margaret Manzo	Fairfield Citizen
Daphne Nixon	Fairfield Citizen
Steve Ornbaum	Fairfield Citizen
Mike Pechner	Fairfield Citizen
Ken Smith	Fairfield Citizen
Mr./Mrs. Trapp	Fairfield Citizen
Natalie DuMont	Greenbelt Alliance
Hans Korve	Korve Engineering
Bernice Kaylin	League of Women Voters-Solano County
Dale Dennis	PDMG
Paul Wiese	Solano County
Greg Moberly	Times Herald
James Williams	Vacaville Citizen
Gary Heppell	Vallejo

IV. APPROVAL OF AGENDA

Daryl Halls requested addition of Agenda Item XI.H Status of Open Space Planning Effort.

On a motion by Member Alternate Smith, and a second by Member Donahue, The STA Board unanimously approved the agenda.

V. OPPORTUNITY FOR PUBLIC COMMENT

None

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- STA Approval of the I-80/680/SR12 Tier 2 Report and Initiation of the EIS for the North Connector and three Master Alternatives.
- Draft Comprehensive Transportation Plan and Public Input Meetings.
- Revised Jepson Parkway Funding Agreement and MOU.
- Reprogramming of 2002 RTIP and Revisiting of SB 45.
- Recruitment for Director of Projects.

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

STA: None

Caltrans: None

Lenka Culik-Caro reported on the progress of the Highway 37 and SR12 (Jameson Canyon) Project. She noted a groundbreaking will be held on March 15, 2002 at 10:30 a.m.

MTC: None

VIII. CONSENT CALENDAR

On a motion by Member Coglianese, and a second by Member Slade, the Consent Calendar items were approved in one motion including Agenda Item VIII.L, which was pulled for separate discussion. Member Alternate Smith abstained from vote on Item VIII.A (Approve STA Board Minutes of January 9, 2002).

Agenda Item VIII.L was pulled for separate discussion. Jim Williams (Citizen) requested discussion on this item and expressed concern for project guidelines/goals/criteria. He requested the project be moved to the Benicia site. Member Alternate Smith questioned the opposition for the project. Daryl Halls gave a brief status report on the project and Kevin Daughton reviewed the progress on the site development.

- A. Approve STA Board Minutes of January 9, 2002**
- B. Approve Draft STA TAC Minutes for January 30, 2002**
- C. STA's 2002 Legislative Priorities and Platform**
Recommendation: Approve the STA's 2002 Legislative Priorities and Platform with the recommended changes.
- D. Renewal of Grandy and Associates Contract 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.
- E. Renewal of Contract for Project Delivery (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/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.
- F. YSAQMD Application for Phase 3 of the Countywide 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
- G. Yolo-Solano Air Quality Management District Clean Air Funds for FY 2002/03 for Route 30 (FST)**
Recommendation: Approve a \$40,000 request for YSAQMD Clean Air Funds for FY 2002/03 for the Route 30 transit service.
- H. Napa/Solano Passenger Rail Study RFP/Scope of Work**
Recommendation: Approve the attached Napa/Solano Passenger Rail Study scope of work.

I. City of Vacaville TIP Amendments

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.

J. City of Benicia request for changes to the Functional Road Classification System

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.

K. TFCA Guideline Changes

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

L. STA Priority Projects for Federal Funding

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

M. Prop 42 Funding Projections and STA Support

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

N. STA First and Second Quarter Budget Report for FY 2001-02

Recommendation: Receive and file the 1st and 2nd Quarter Budget report for FY 2001-02.

IX. ACTION ITEMS: FINANCIAL

A. Revised Jepson Parkway Funding Agreement And MOU (2002 RTIP)

Dan Christians discussed the Jepson Parkway Working Group's recommendation to allocate \$10 million of 2002 STIP funds as specified and 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: 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.

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

B. Reprogramming of 2002 RTIP

Daryl Halls reviewed a revised RTIP program (2000 & 2002 RTIP), which reflects the CTC's intent to shift a percentage of RTIP funding to the last two years of the program and assist project sponsors with keeping projects on schedule.

Recommendation: Authorize the Executive Director to continue work with project sponsors, MTC, Caltrans and the CTC to further refine Solano County's 2002 RTIP Program.

On a motion by Vice Chair Spring, and a second by Member Courville, the Board unanimously approved the staff's recommendation.

X. ACTION ITEMS – NON-FINANCIAL

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

Daryl Halls reviewed the Draft Tier 2 Evaluation Report, the three major alternatives recommended for further action and the recommendation to proceed with initiation of the North Connector with a separate environmental study. A brief summary of public input comments was presented.

Daphne Nixon, Citizen, commented on the letter by Mayor MacMillan to Supervisor Silva and asked that widening of Cordelia Road not be included in the EIR.

Gary Heppel, Vallejo, expressed concern regarding the North Connector and its affect on property values. He requested all alternatives be explored.

Steve Ornbaum, expressed concern over encroachment on the marsh area and the affect on wetlands.

Ken Smith, Citizen, expressed conditional support for the North Connector with: no widening of Cordelia Road and encroachments into Cordelia, bikepath and sidewalks on Lopes Road. He thanked the City of Fairfield for working with Cordelia citizens toward resolution.

Margaret Manzo, Citizen, encouraged building the North Connector with a southern bypass and thanked the STA staff.

Steve Chappel, Suisun Resource Conversation District, asked to be involved with the Resource agencies as part of the environmental study.

Jim Williams, Citizen, supported review of the process and the upcoming EIR with a 'No Build' clause. He supported improvements of county roads and requested the movement of truck scales be financed through the state.

George Eleopoulos asked the STA Board to consider temporary improvements until large scale projects are completed.

Vice Chair Spring complimented the speakers' testimony and willingness to develop solutions.

Member Coglianese thanked the staff and speakers for their positive progress.

Member Slade expressed support for short term remedies.

Member MacMillan thanked all citizens present for working with the Board and staff to build consensus for positive alternatives.

Chair Silva thanked all speakers for their comments and stressed the importance of continuing to work together.

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)

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

B. Countywide Transportation Plan (CTP) Modification of Schedule and Planning and Congestion Relief Program (PCRP) applications for the I-80/680/780 Transit/HOV Corridor Study and the S.R. 113 Corridor Study

Dan Christians discussed the draft Countywide Transportation Plan (CTP) and reviewed the plan schedule. He noted a fully formatted plan will be presented to the STA Board on March 13, 2002. He also described the two PCRP applications that were prepared requesting state funds for the I-80/680/780 Transit/HOV Corridor Study and the SR 113 Corridor Study.

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 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.

On a motion by Member MacMillan, and a second by Member Alternate Smith, the Board unanimously approved the staff's recommendation.

XI. INFORMATION ITEMS: (Discussion Necessary)

A. 2001 Ozone Attainment Plan/Air Quality Conformity Lapse

Robert Guerrero reviewed the list of Solano County projects potentially delayed by the conformity lapse.

B. MTC Regional Partnership Policies and SB45

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

(No Discussion Necessary)

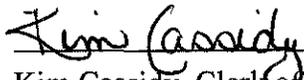
C. Progress Report for Phase 1 of the Countywide Trail Plan

- D. Schedule for STA/YSAQMD Clean Air Screening Committee**
- E. Review Funding Opportunities**
- F. Updated STA Meeting Schedule for 2002**
- G. SNCI Events Schedule**
- H. Status of Open Space Planning Effort**
Member Courville reviewed the process and purpose of the advisory committee, strategy funding, results of polling and land strategy.

XII. BOARD MEMBER COMMENTS

XIII. ADJOURNMENT

The STA Board meeting was adjourned at 7:41p.m. The next Meeting: March 13, 2002 at 6:00 p.m., at Suisun City Hall.



Kim Cassidy, Clerk of the Board

Date: 3-6-02



Draft
TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
February 27, 2002

1. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 2:05 p.m. in the Solano Transportation Authority Conference Room.

STA TAC MEMBERS

PRESENT:

Michael Throne	City of Benicia
Ron Hurlbut	City of Fairfield
David Melilli	City of Rio Vista
Julie Pappa	City of Suisun City
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Charlie Jones	County of Solano

STAFF

PRESENT:

Daryl Halls	STA
Dan Christians	STA
Elizabeth Richards	STA/SNCI
Kim Cassidy	STA
Robert Guerrero	STA

OTHERS

PRESENT:

Morrie Barr	City of Fairfield
Charles Beck	City of Fairfield
Ray Chong	City of Fairfield
Jim Holden	City of Rio Vista
Christopher Bailey	City of Vacaville
Ed Huestis	City of Vacaville
Paul Wiese	County of Solano
Bob Grandy	Grandy and Associates
Cameron Oakes	Caltrans

II. OPPORTUNITY FOR PUBLIC COMMENT

None

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans-None

MTC-None

STA-Daryl Halls reviewed the draft revised 2002 STIP for Solano County.

IV. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of January 30, 2002
- B. Review Funding Opportunities Calendar
- C. Updated STA Meeting Schedule for 2002 and Acronyms List
- D. Amended FY 01/02 TDA Claim Amendment and Agreement for Solano Paratransit
Recommendation: 1.) Approve the submittal of an amendment to the STA FY 2001-02 TDA claim for Solano Paratransit services in the amount of \$193,406, for the balance of the fiscal year ending June 30, 2002 and 2.) Approve the amendment to the agreement between STA and the City of Fairfield for Solano Paratransit operations in the amount of \$193,406, for the period January 1, 2002 through June 30, 2002.
- E. City of Fairfield TIP Amendment
Recommendation: Forward a recommendation to the STA Board to approve a TIP Amendment to transfer \$140,000 in CMAQ funds from the N. Texas Street Right Turn at Travis Boulevard to the N. Texas Street Local Bus Transfer Facility.
- F. STA/YSAQMD Screening Committee
List of recommended TFCA projects
Informational
- G. SolanoWorks Transit Study
Informational
- H. Request from Solano County
Requesting Support for Re-opening Union Street between Fairfield and Suisun City
Recommendation: Forward a recommendation to the STA Board to authorize staff to pursue funding and initiate a feasibility study to consider the re-opening of Union Street between downtown Fairfield and Suisun City and to identify other at-grade crossings located within Solano County as candidates for potential closure.

On a motion by Ron Hurlbut, and a second by Dave Melilli, the STA TAC unanimously approved the consent calendar with amendment to the January 30, 2002 minutes as noted by Paul Wiese.

V. ACTION ITEMS

A. STA's Draft Comprehensive Transportation Plan

Dan Christians reviewed the four elements of the CTP and provided a summary of the process for STA adoption.

Bob Grandy (Grandy & Associates) discussed prioritization, overall funding sources and highlights of the CTP and its elements.

Daryl Halls provided a brief overview of the schedule for public input events.

Staff noted that a special TAC meeting to further review and discuss the Comprehensive Transportation Plan will be held on March 4, 2002 at 4:00 p.m. in the STA Conference Room.

Recommendation: *Forward the Draft Solano Comprehensive Transportation Plan to the STA Board for public review and comments*

Action was postponed until the meeting of March 4, 2002 to allow additional time for the TAC to review all four elements of the CTP.

B. Status Update for I80/I680/I780 Corridor Study and I-80/I-680/SR12 Interchange Project

Daryl Halls summarized the progress of the I80/680/780 Corridor Study including the North Connector alternative, consultant selection process and dedicated funds for the I-80/I-680/SR12 Interchange.

Recommendation: *1.) Approve Korve Engineering to proceed with preparation of the Project Report/Environmental Document for the North Connector project; 2.) Authorize the Selection Panel to provide a recommendation directly to the STA Board regarding the consultant selection for preparation of the Project Report/Environmental Document for the I-80/680/SR12 Interchange Project.*

On a motion by Dave Melilli, and a second by Dale Pfeiffer, the STA TAC approved recommendation number one and postponed the second recommendation until the meeting of March 4, 2002.

C. Revisions to CMAQ/STP Match Lists

Dan Christians summarized MTC's current CMAQ Match expenditure plan, changes to be made according to project sponsors and STA updates. He also reviewed the recommendation to advance \$178,000 from FY 2002/03 to cover a \$159,000 CMAQ shortfall identified for 2001/02.

Recommendation: Forward a recommendation to the STA Board to approve the attached revised CMAQ Match Program and request MTC and Caltrans to advance \$178,000 from FY 2002/03 to cover the \$159,000 CMAQ Match shortfall identified for 2001/02.

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

D. FY 02/03 and FY 03/04 Gas Tax Contribution and TDA Claim Estimates

Daryl Halls reviewed the annual requests for gas tax contributions from local gas tax subventions. He noted that due to the uncertainties of the gas tax revenue and TDA fund staff was recommending no increases for the next two fiscal years.

Recommendation: Forward FY 02/03 and FY 03/04 Gas Tax Contribution and TDA Claim Estimates to the STA Board for Approval.

On a motion by Ron Hurlbut, and a second by Michael Throne, the STA TAC approved the recommendation.

E. Legislative Report

Daryl Halls explained the Legislative matrix, which reflects active and newly introduced bills. He also reviewed STA staff's recommended position on these bills.

Recommendation: Forward to the STA Board the March legislative actions with the following recommendations: 1. AB 1296 (Torlakson) Support, 2.) SB1243 (Torlakson) Watch and 3. SCA3 (Karnette): Watch

Ron Hurlbut suggested a watch position be added for SB 1492.

On a motion by Ron Hurlbut, and a second by Dale Pfeiffer, the STA TAC approved the recommendation with the addition of a watch position for SB 1492.

VI. INFORMATION ITEMS

A. Ozone Attainment Plan/Air Quality Conformity Lapse

Robert Guerrero discussed the two remaining actions forthcoming before the conformity lapse is lifted and the U.S. EPA Notice of Adequacy Status will be published in the Federal Register.

B. Development of Caltrans PSR List for FY 2002/03

Dan Christians discussed the current status of Project Study Reports (PSR's) for Solano County projects in the 2001 RTP. He requested submittal of new PSR's to the STA to forward a revised list to MTC and Caltrans.

C. Status of Development of Expenditure Plan for Transportation

Daryl Halls reviewed preliminary results of a public survey poll sponsored by SEDCORP and the California Alliance for Jobs to gauge and assess the level of public support with Solano County voters for a local funding measure for transportation.

VII. ADJOURNMENT

The meeting was adjourned at approximately 3:16 p.m. A special TAC meeting was scheduled for March 4, 2002 at 4:00 p.m. The next regular meeting is scheduled for Wednesday, March 27, 2002 at 2:00 p.m.



Draft
TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
March 4, 2002

1. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 4:06 p.m. in the Solano Transportation Authority Conference Room.

STA TAC MEMBERS

PRESENT:

Ron Hurlbut	City of Fairfield
Julie Pappa	City of Suisun City
Chris Bailey	City of Vacaville
Gary Leach	City of Vallejo
Charlie Jones	County of Solano

STAFF

PRESENT:

Daryl Halls	STA
Dan Christians	STA
Kim Cassidy	STA

OTHERS

PRESENT:

Morrie Barr	City of Fairfield
Paul Wiese	County of Solano
Bob Grandy	Grandy and Associates

I. ACTION ITEMS

A. STA's Draft Comprehensive Transportation Plan

Dan Christians reviewed the draft elements of the Transportation Plan. The committee agreed that additional amendments to the plan should be submitted in a letter from individual member agencies. Several technical amendments were made by those present.

Recommendation: *Forward the Draft Solano Comprehensive Transportation Plan to the STA Board for public review and comments*

On a motion by Charlie Jones, and a second by Ron Hurlbut, the STA TAC approved the recommendation with a 5-0 vote.

B. Status Update for I80/680/780 Corridor Study and I-80/680/SR12 Interchange Project

Daryl Halls and Dan Christians summarized the selection process and the recommendation of the screening committee:

1. Mike Lohman, Mark Thomas Co., Inc./Nolte Engineering
2. Daniel Powell, Parsons Transportation Group
3. Thomas Tracy, Parsons Brinckerhoff Quade & Douglas, Inc.
4. James H. Lundell, Washington Infrastructure Services Inc.

Recommendation: *1.) Approve Korve Engineering to proceed with preparation of the Project Report/Environmental Document for the North Connector project; 2.) Authorize Mark Thomas/Nolte preparation of the Project Report/Environmental Document for the I-80/680/SR12 Interchange Project.*

On a motion by Ron Hurlbut, and a second by Charlie Jones, the STA TAC approved the recommendation.

II. ADJOURNMENT

The meeting was adjourned at approximately 5:00 p.m. The next meeting is scheduled for Wednesday, March 27, 2002 at 1:30 p.m.



DATE: March 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
Nancy Whelan, Nancy Whelan Consulting
RE: FY 01/02 TDA Claim and
Agreement for Solano Paratransit

Background:

In September and October 2001, the Consortium, TAC and STA Board approved the Solano Paratransit budget and authorized STA to file a claim for Transportation Development Act (TDA) revenues on behalf of the Solano Paratransit funding partners. The claim for Solano Paratransit operations was for the first six months of FY 2001-02, ending on December 31, 2001, with the balance of the fiscal year amounts to be determined upon completion of a multi-year funding agreement. The multi-year Solano Paratransit funding agreement is still under development and will not be completed until approximately April 2002. To maintain the Solano Paratransit service currently provided, TDA funds must be claimed and an amendment made to the current agreement between STA and the City of Fairfield for the remainder of FY 2001-02.

STA will file an amended FY 2001-02 TDA claim on behalf of the Solano Paratransit funding partners as follows:

Dixon	\$8,930
Fairfield	\$63,788
Rio Vista	\$1,837
Suisun City	\$25,855
Vacaville	\$77,383
County of Solano	<u>\$15,612</u>
TOTAL	\$193,406

Similarly, the current agreement for Solano Paratransit services was extended for the first half of FY 2001-02 only. An amendment extending the agreement to the end of FY 2001-02 is needed to maintain the service through the end of the fiscal year. The proposed contract amendment is attached.

The amended TDA claim and the extension of the agreement will cover the balance of the FY 2001-02 Solano Paratransit budget of \$193,406, net of fares. This amount includes \$15,000 for

the estimated cost of repair and replacement of major vehicle components of STA owned vehicles.

STA staff expects to return to the Consortium and TAC with a recommendation for a multi-year paratransit agreement and revised TDA claim amounts in March 2002. This item was reviewed and unanimously recommended to be forwarded to the STA Board for approval by both the Consortium and TAC.

Fiscal Impact:

A total cost of \$193,406 that will be covered by local TDA funds claimed by the STA.

Recommendation:

1. Approve the submittal of an amendment to the STA FY 2001-02 TDA claim for Solano Paratransit services in the amount of \$193,406, for the balance of the fiscal year ending June 30, 2002.
2. Approve the amendment to the agreement between STA and the City of Fairfield for Solano Paratransit operations in the amount of \$193,406, for the period January 1, 2002 through June 30, 2002.

Attachment

**AMENDMENT #5 TO AGREEMENT BETWEEN THE SOLANO
TRANSPORTATION AUTHORITY AND CITY OF FAIRFIELD CONCERNING
OPERATION OF SOLANO PARATRANSIT SERVICES**

The Solano Transportation Authority (STA) and the City of Fairfield hereby extend the Agreement between the STA and the City of Fairfield for Solano Paratransit Operations, dated 10/9/96, through June 30, 2002. STA and the City of Fairfield mutually agree to the modifications to vehicle hours and the total contract price as set forth immediately below:

FY 2001/02 (six months)

Level of Service:	Not to Exceed 3,982 Revenue Vehicle Hours
Cost Per Revenue Vehicle Hour:	\$47.81
Estimated Cost of Repair and Replacement of Major Vehicle Components of STA-owned Vehicles:	\$15,000
TOTAL CONTRACT PRICE FOR FY 2001/02 (six months), Net of Fares, Including Costs for Repair and Replacement of Major Vehicle Components of STA-owned Vehicles:	\$193,406

Except as specifically set forth herein, all of the terms and conditions of the Agreement between the Solano Transportation Authority and the City of Fairfield Concerning Operation of Solano Paratransit Services, dated 10/9/96, as amended June 15, 1999, and amended August 15, 2000 (Amendment #2), and amended September 12, 2001 (Amendment #3), and amended October 11, 2001 (Amendment #4), remain in full force and effect.

By: _____
Daryl K. Halls
Executive Director
Solano Transportation Authority

Date: _____

By: _____

Date: _____

Print Name: _____

Position: _____
City of Fairfield



DATE: March 4, 2002
TO: STA Board
FROM: Jennifer Tongson, Planning Intern
RE: City of Fairfield TIP Amendment

Background:

MTC has requested all draft TIP amendments are due to them by March 1, 2002 for processing this fiscal year. In mid-February, STA staff notified all member agencies of this pending deadline.

Discussion:

The City of Fairfield is requesting to move \$140,000 of programmed Congestion Mitigation and Air Quality (CMAQ) funding from the North Texas Street Right Turn at Travis Boulevard (SOL991057) to the North Texas Street Local Bus Transfer Facility project (SOL950016). Those funds would need to be obligated prior to September 30, 2002. The scope of both projects will remain the same. The North Texas Right Turn Lane project will be completed using local funds. Attached is a letter from the City of Fairfield requesting this TIP amendment.

On February 27, 2002, the STA TAC voted unanimously to approve the TIP Amendment to reprogram these funds. After that meeting, staff submitted a draft of this proposed TIP amendment to MTC subject to STA Board approval.

Fiscal Impact:

No impact to the STA Budget. These are STIP funds.

Recommendation:

Authorize the Executive Director to submit the TIP Amendment request from the City of Fairfield to MTC to transfer \$140,000 in CMAQ funds from the North Texas Street Right Turn at Travis Boulevard project to the North Texas Street Local Bus Transfer Facility project.

Attachment

Jennifer Tongson

From: Daryl Hall [dkhalls@STA-SNCI.com]
Sent: Monday, January 28, 2002 7:03 PM
To: Dan Christians; John Harris; Jennifer Tongson
Cc: Dale Dennis
Subject: FW: TIP Amendment Schedule for the Rest of FY 01/02

We need to make sure we are ready for this.

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

From: Mark Miletich [mailto:MMiletich@mtc.ca.gov]
Sent: Monday, January 28, 2002 11:34 AM
Cc: dchristians@sta-snci.com; dkhalls@sta-snci.com
Subject: TIP Amendment Schedule for the Rest of FY 01/02

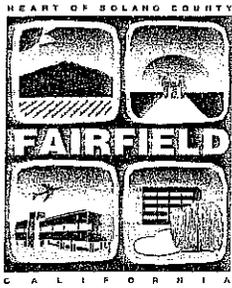
As you know, MTC will be preparing the 2003 TIP this summer. In order to allow us enough time to undertake this task, and to perform some cleaning up of our database, we will be ending all TIP amendments with the April Amendments.

Below is a schedule for the rest of the year for TIP amendments. If you have any question(s) do not hesitate to contact Raymond at (510) 464-7717.

TIP Amendment Schedule For Rest of FY 01/02

Type of Amendment	Must be at MTC by	MTC PAC Action	MTC Commission Action
Formal	March 1, 2002	April 10, 2002	April 24, 2002
Administrative	March 1, 2002	N/A	N/A

Raymond 'Dapo Odunlami
Funding Analyst,
Programming and Allocations Section
Metropolitan Transportation Commission
Email: Rodunlami@mtc.ca.gov
Ph: (510) 464-7717
Fax: (510) 464-7848



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

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 Stepanovich
707.428.7419

•••

City Clerk
Gina Merrell
707.428.7384

•••

City Treasurer
Oscar G. Reyes, Jr.
707.428.7497

Department of Public Works

February 20, 2002

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

SUBJECT: City of Fairfield – Transportation Improvement Program Amendment

Dear Mr. Christians,

The City of Fairfield is requesting a transfer of \$140,000 of programmed Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds for the North Texas Street Right Turn Lane at Travis Boulevard (TIP ID SOL991057) as an amendment to the Transportation Improvement Program for the Nine-County San Francisco Bay Area. Please transfer all CMAQ funds to North Texas Street Local Bus Transfer Facility (TIP ID SOL950016) for construction in federal fiscal year 2002-03.

If you have any questions, please call me at 707/428-7632. Thank you.

Sincerely,

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

Cc: Kevin Daughton
Michael Owen

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



DATE: March 5, 2002
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: STA/YSAQMD Screening Committee
List of recommended projects for the 2002/03 YSAQMD
Clean Air Fund Program

Discussion:

The Solano Transportation Authority, at the request of the YSAQMD, established an application screening committee to review Solano applications for the YSAQMD Clean Air Funds Program. The screening committee, consisting of two STA and three YSAQMD board members, met on February 14, 2002 to review eight applications totaling \$430,000.

The committee members discussed funding amounts and the eligibility of all the projects after the applicants presented their proposed projects. Two projects submitted by the City of Vacaville were not eligible for the YSAQMD Clean Air Program this year and therefore, were not recommended for funding.

After all the projects were discussed, the Committee made a recommendation to accept the funding requests after modifying a few of the project requests slightly. Attached is the Committee's recommendation to the YSAQMD to approve \$170,000 of projects for the 2002/03 Clean Air Fund Program.

Fiscal Impact:

None

Recommendation:

Support list 2002/03 YSAQMD Clean Air Fund of projects as recommended by STA/YSAQMD Screening Committee

Attachment

**FY 2002-03 STA/YSAQMD
Clean Air Application Scoring Committee Recommendation Summary
February 14, 2002**

Sponsor	Project	Project Description	Total Project cost	Other funding committed	Funding Request	STA/YSAQMD Clean Air Scoring Committee Recommendations
City of Vacaville	Solano BART Express (Route 40)	A collaborative transit service between the cities of Vacaville and Fairfield to the Pleasant Hill BART station.	\$365,000	\$130,000 City of Fairfield (TDA and Fares) \$130,000 City of Vacaville(TDA and Fares) \$20,000 City of Suisun (TDA) \$35,000 Solano County (TDA)	\$50,000	\$ 50,000.00
STA	Route 30	Transit service connecting the cities of Fairfield, Vacaville, Dixon and Davis along Interstate 80.	\$139,000	\$17,200 Fares \$26,800 BAAQMD \$55,000 TDA Shares from Dixon, Fairfield, Vacaville, Solano County	\$40,000	\$ 40,000.00
Solano County	Dixon-Davis Bikeway	Phase 4 of the Dixon-Davis Bikeway, consisting of 6.6 miles of Class 2 bike lanes connecting the cities of Dixon and Davis.	\$1,676,500	\$ 1,287,000 CMAQ \$ 168,000.00 STIP/CMAQ Match \$ 51,500.00 TDA Article 3 \$ 50,000.00 Solano County \$ 20,000.00 YSAQMD	\$100,000	\$ 80,000.00
City of Vacaville	Photovoltaic System at City Hall	Generation of clean renewable energy to offset the electricity costs of the electric vehicle public charging infrastructure located at City Hall	\$200,000	\$150,000 CMAQ	\$50,000	\$ 40,000.00
City of Vacaville	Purchase of CNG Vehicles	Assist in costs of converting some of the citywide fleet to vehicles powered with compressed natural gas and to offer a buydown of the purchase cost of compressed natural gas vehicles to residents of Vacaville as well.	\$350,000	\$300,000 CMAQ	\$50,000	\$ 40,000.00
STA	Countywide Trails Plan	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.	\$60,000	\$40,000 Proposed TDA Article 3	\$20,000	\$ 20,000.00
City of Vacaville	Electric Vehicle Public Charging Stations	Construction of several additional electric vehicle public charging stations in an effort to expand the existing infrastructure throughout the City of Vacaville in providing a vital link between the Bay Area and Sacramento area.	\$200,000	\$160,000 CMAQ	\$40,000	Project is ineligible for this program at this time.
City of Vacaville	Signal Coordination/Evaluation	Signal coordination evaluation project on 6 City arterials that would provide consultant analysis of existing signal timing using Synchro/Sim Traffic Software, and implementation into the QuicNet signal management operating system.	\$126,000	\$ 21,000.00 Gas Taxes \$ 25,000.00 Local Match	\$80,000	Project is ineligible for this program at this time.
Total					\$430,000	\$ 270,000



DATE: March 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Solano County Request for STA Support for Re-Opening
Union Street between Fairfield and Suisun City

Background:

When the Highway 12 Overcrossing was built through Suisun City and Fairfield over 10 years ago, Union Street in between downtown Fairfield and Suisun City was closed to through traffic and a pedestrian overcrossing was constructed in its place. The County of Solano has been developing a new County Government Center Master Plan that proposes re-opening Union Street.

Discussion:

Darby Hayes, Assistant County Administrator, has forwarded a letter dated November 16, 2001 (see attached) on behalf of Solano County to the STA "making a formal request for assistance in determining the feasibility of a proposed re-opening of the at-grade crossing on Union Street in downtown Fairfield that would connect directly to downtown Suisun."

Through the master planning process, the representatives of the County and the Cities of Fairfield and Suisun City all supported the re-opening of this street to facilitate travel between the two cities, encourage the greater use of the Capitol Corridor and assist in the revitalization of both downtowns as part of this project. It was determined that the Union Pacific would only consider the re-opening of this at-grade crossing by the closing of two comparable rail crossings. To date, STA has not specifically identified any candidate grade crossings that have been proposed for closure.

This task could be pursued with a separate feasibility study and a joint determination developed by the STA Board, County of Solano, City of Fairfield and Suisun City. If the STA Board supports this request, staff recommends returning to the STA Board with options for funding the feasibility study.

Fiscal Impact:

Depending upon the scope of work of the feasibility study, the study could range from \$25,000 to \$75,000.

Recommendation:

Authorize staff to pursue funding and initiate a feasibility study to consider the re-opening of Union Street between downtown Fairfield and Suisun City and to identify other at-grade crossings located within Solano County as candidates for potential closure.

Attachment

COUNTY ADMINISTRATOR'S OFFICE

MICHAEL D. JOHNSON
COUNTY ADMINISTRATOR
COUNTY OF SOLANO



COUNTY ADMINISTRATOR'S OFFICE
580 W. TEXAS STREET
FAIRFIELD, CA 94533-6375
(707) 421-6100
FAX (707) 421-7975

November 16, 2001

Daryl Halls
Executive Director
Solano Transportation Authority
333 Sunset Ave., Suite 200
Suisun, CA 94585

Dear Daryl,

Per our recent discussion concerning, Solano County is making a formal request for assistance from the STA in determining the feasibility of a proposed reopening of the at-grade rail crossing on Union Street in downtown Fairfield that would connect directly to downtown Suisun.

As STA members may be aware, one of recommendations arising out of the joint County/Fairfield/Suisun City master planning process for County facilities, was the reopening of the at-grade rail crossing on Union Street. It was felt by all three agencies that reopening this street would facilitate travel between the two cities in downtown area, help encourage greater use of the Capital Corridor commute train and result in a synergy that would encourage the revitalization of each of the City's downtown areas.

In reviewing the feasibility of this proposal, Suisun City determined that the Union Pacific railroad would only consider the reopening if two comparable at-grade crossings were closed. The City further determined that there are no rail crossings suitable for closure within the City of Suisun.

The involved agencies feel that the project cannot proceed without the assistance of the STA because: this is a project that benefits multiple agencies in the County; the impacts of this project go beyond the boundaries of the two cities; and, reopening Union Street will require the either the closure of two comparable at-grade rail crossings (which is not possible within the boundaries of either city) or the establishment of a grade separation on a higher use crossing.

Hopefully, this letter will be sufficient to initiate STA's review of this project. Please let me know if have any questions or need any additional information.

Yours truly,

A handwritten signature in black ink, appearing to read 'Darby Hayes', is written over a horizontal line.

Darby Hayes
Assistant County Administrator



DATE: March 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Staff Organizational Adjustment

Background:

In order to successfully implement the variety of planning, project and program priorities of the STA Board, it continues to be imperative that adequate staff resources are available and staff is organized in a manner to effectively implement the policy direction of the STA Board. The STA has continued to evolve and, at times, expand to take on new and additional programs, tasks and activities. In 1998, the STA Board approved the establishment of new Deputy Director for Projects position. In 1999, the STA Board authorized the establishment of three new part-time positions. Two Intern positions to support the planning section, project delivery and monitoring functions, and a Clerical Assistant position was established to support the STA's Office Manager. In 2000, one of the intern positions (planning) and the Clerical Assistant position was upgraded to full-time. In addition, the SCI's Program five staff positions joined the STA as part of the transition of the program from Solano County. This fiscal year, the STA Board approved the establishment of a new Projects Analyst position to provide additional project support to the Deputy Director for Projects position.

Currently, staff is reviewing the STA's long-range operations and staff resources in preparation for the development of two year STA budget next year. In conjunction with the two-year budget in May 2002, staff will be providing the STA Board with a long-range staffing plan (3 to 5 years), both with and without a new local funding measure.

Two of the priority areas of responsibility for the STA are transportation planning, and project delivery and funding. The STA's planning function is managed by the Assistant Executive Director/Director for Planning position (Dan Christians) and is supported by a Planning Assistant (Robert Guerrero) and Planning Intern (Jennifer Tongson). The project delivery and funding section is managed by the Director for Projects position (currently vacant) and supported by Projects Analyst (vacant). STA staff has continued to perform the functions of this section through a combination of existing staff (Executive Director and the Director for Planning) and two consultants (Dale Dennis-PDM and Nancy Whelan). This arrangement has maintained the STA momentum in this critical area and has provided an enhanced level of expertise in STIP funding and programming, and transit coordination and funding. A new Director for Projects will likely be hired in April 2002. The Projects Analyst position was authorized by the Board beginning in July 1, 2001 and was scheduled to be hired by the new Director for Projects.

Discussion:

After careful review and consultation with Dan Christians, Assistant Executive Director-Director for Planning, I am recommending several adjustments to the staff organizational structure of the STA (see attached organizational chart). These modifications will provide a better fit for existing staff within their areas of responsibilities and talents and will provide the opportunity to promote and retain two critical support staff within the framework of the STA's current operations budget.

These adjustments consist of the following: 1. Shift the Project Analyst position to Associate Planner and place under the Assistant Executive Director-Director for Planning, and 2. Shift the Planning Assistant to Project Assistant and place under the Director for Projects. The Planning Assistant position will remain under the planning section.

The two consultants will report to the Director for Projects position for the duration of their current contract. Currently, these two consultant contracts are being funded with salary saving from the vacant Director for Projects and Project Analyst positions. Staff is in the process of moving the costs for these two consultants to funding sources other than the STA's operations budget. Ideally, staff would like to retain both consultant resources to support the Director for Projects function if enough funding is available.

The proposed staff organization adjustments combined with the retention of the current two consultants will provide both of these two critical areas of responsibility with the mandatory level of staff support and a high level of expertise.

Fiscal Impact:

None, this is a proposed as shift of staff resources within the current budget resources adopted by the STA Board in October 2001.

Recommendation:

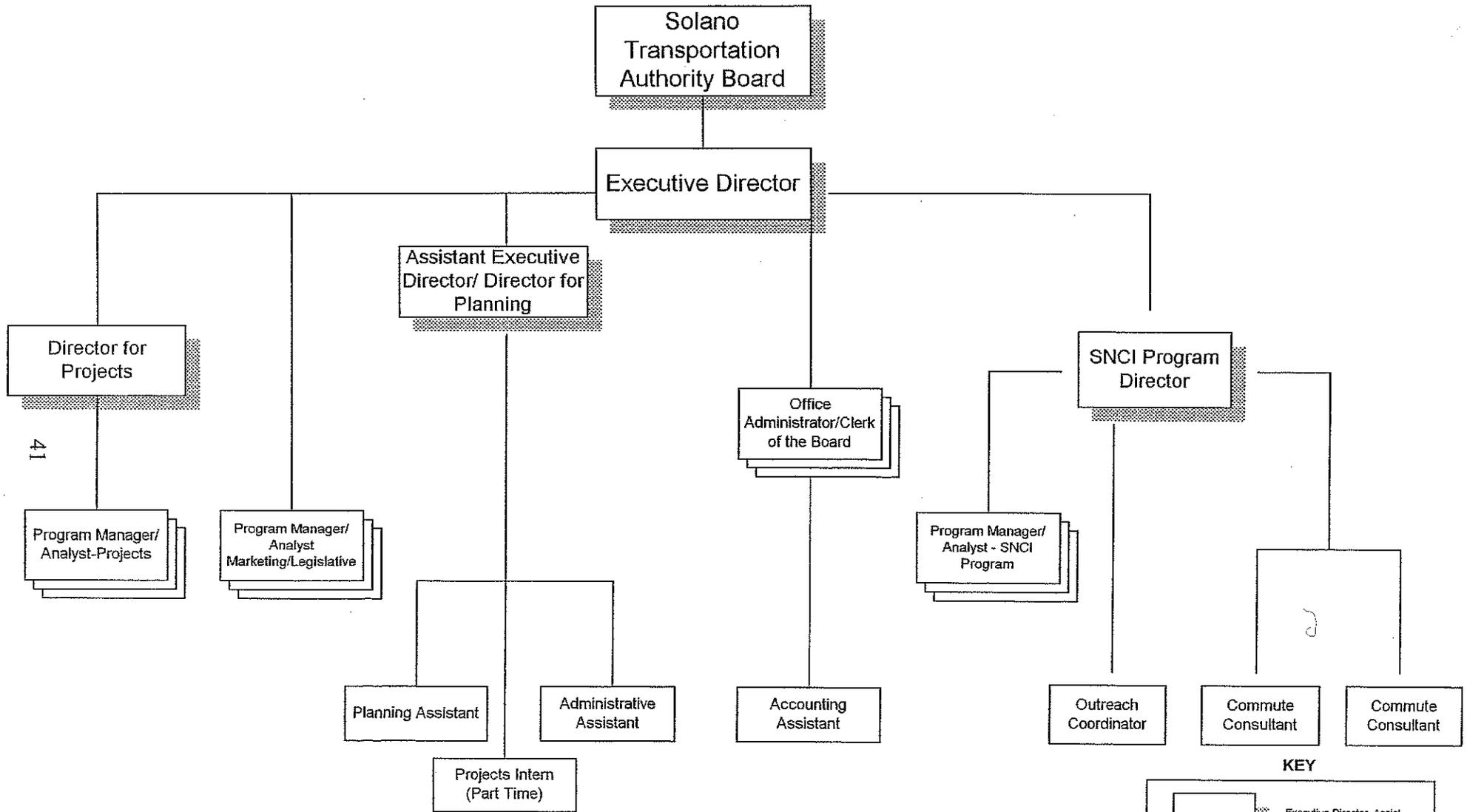
Approve STA's staff organization adjustment with revised job classifications as follows:

1. Shift the Project Analyst position to Associate Planner
2. Shift the Planning Assistant position to Project Assistant

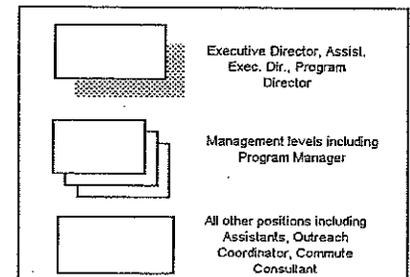
Attachments

Solano Transportation Authority Organizational Chart - FY 2001-02

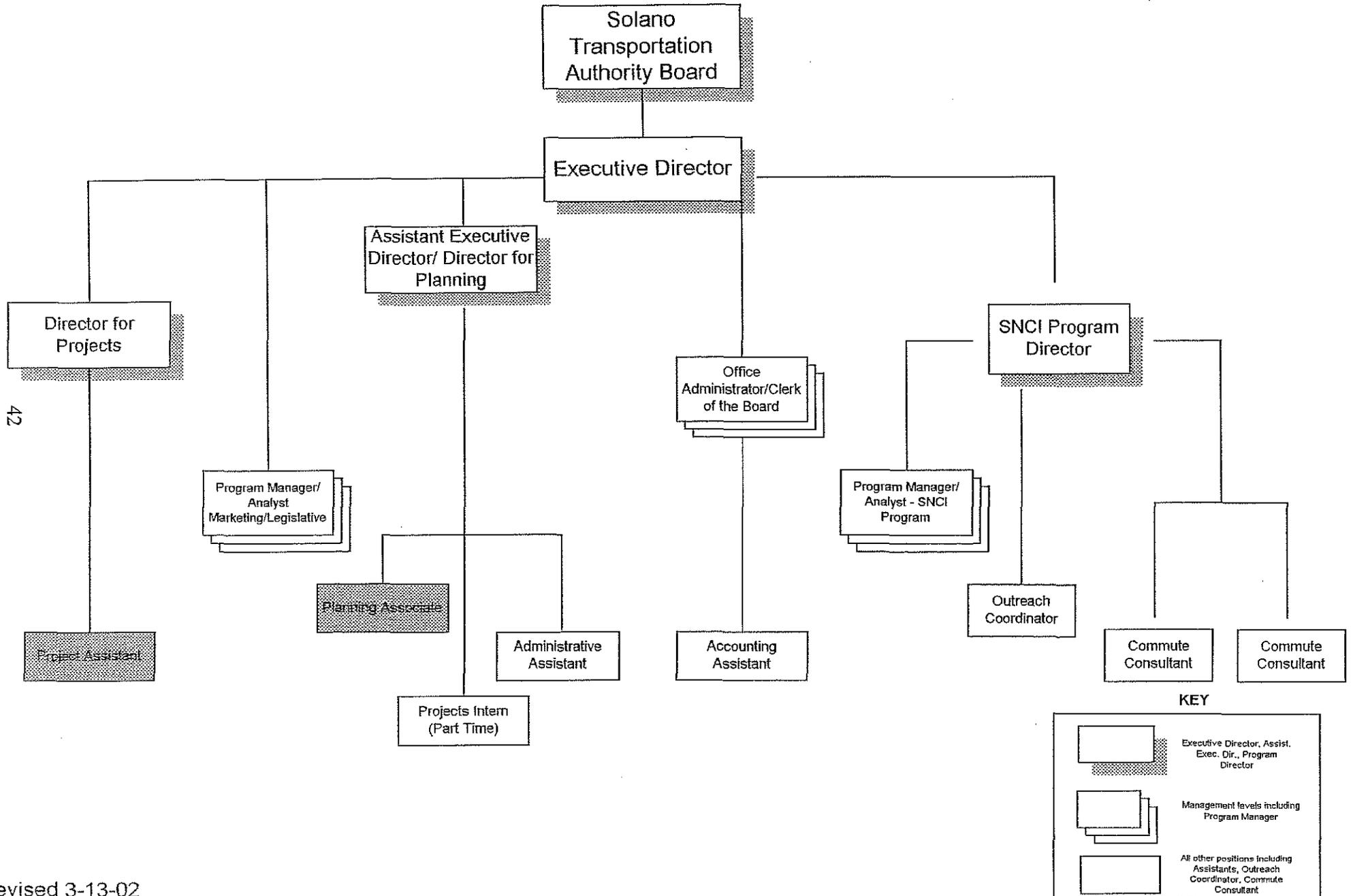
December 7, 2001



KEY



Solano Transportation Authority Proposed Organizational Chart Effective April 1, 2002





DATE: March 5, 2002
TO: STA Board
FROM: Dan Christians, Assist. Exec. Director/Director for Planning
RE: Contract amendments for CTP Consultants
Fehr and Peers, Wilbur Smith Associates and
Alta Transportation

Background:

Since March 2000, STA has been working with three consultant teams to prepare all the elements of the Comprehensive Transportation Plan. To date, STA has committed approximately \$317,000 for consultants to attend all CTP subcommittee meetings over the past two years, conduct all research and prepare the administrative draft documents for each of the elements. This includes \$100,000 to prepare the Transit Element; and about \$47,000 for the Alternative Modes Element; and about \$170,000 to prepare the roadways of regional significance, functional classification map, mapping of the needs assessments, prepare new traffic counts, conduct HOV counts, draft the Arterials, Highways and Freeways Element, provide project coordination, prepare the full color CTP Element and prepare the environmental checklist. The documents have covered a significant range of topics and issues and have significantly framed the transportation needs in Solano County for the next 20 years.

Discussion:

Each of the three consultant teams has substantially expended most of their budgeted funds. Additional funds are now requested to completed all of the final edits, prepare full color copies of the overall CTP Element, copy the draft and the final elements in color, and prepare some additional display boards for public input events. STA plans to also have some large quantities of the full color CTP Element printed in quantities of about 500+ for both the draft and the final versions. It is now estimated that the following additional amounts are needed to complete the editing of the CTP and printing costs through the expected May 15, 2002 adoption date:

<u>Element</u>	<u>Amount</u>	<u>Fund Source</u>
Transit Element (Wilbur Smith Associates):	\$10,000	STAF
(including Rideshare section)	\$10,000	SNCI
Alternative Modes (Alta Transportation)	\$20,000	STAF

Arterials, Highways, Freeways and CTP Element printing	\$27,000	STAF
(Fehr and Peers and Grandy Associates)	\$30,000	Contingencies

Fiscal Impact:

The \$40,000 to complete the Transit and Alternative Modes Element will have no effect on the STA Budget and will be charged to the State Transit Assistance Fund (STAF) Claim for 2001-02 already approved in the STA budget (\$30,000 to STAF and \$10,000 to the SNCI program for the preparation of the Rideshare Section). The additional \$57,000 to complete the Arterials, Highways and Freeways Element and print approximately 1,060 copies of the full color CTP will Element will be funded with \$27,000 of STAF funds and \$30,000 from the remaining STA 2001-02 project development contingencies.

Recommendation:

Authorize the Executive Director to enter into contract amendments with the CTP consultants as follows: 1.) \$20,000 for Wilbur Smith Associates; 2.) \$20,000 for Alta Transportation; and 3.) \$57,000 for Fehr and Peers/Grandy Associates to complete STA's CTP and related elements.



DATE: March 5, 2002
TO: STA Board
FROM: Dan Christians, Assistant Exec. Dir./Director for Planning
RE: Funding agreement for the Napa-Solano Passenger
and Freight Rail Study between STA and NCTPA

Background:

For the past year and a half, 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. This study will analyze potential rail service between Calistoga and the Vallejo Intermodal Center and Fairfield-Suisun to Vallejo and Napa through Jamieson Canyon will be studied.

The STA Board initially endorsed the proposed study on April 12, 2000 subject to obtaining the funding. The overall study cost will be approximately \$450,000 using a \$125,000 from the STA, \$125,000 from the Napa County Transportation Agency (NCTPA) and a \$200,000 grant from MTC.

On October 10, 2001, the approved \$125,000 of funding for this study. On February 13, 2002, the STA approve the revised draft Scope of Work.

Discussion:

The STA's portion of the study is fully funded with \$125,000 from the STA, City of Fairfield and City of Vallejo, using a combination of State Transit Assistance funds (STAF - \$95,000) and Transportation Development Act (TDA) funds from Fairfield-Suisun Transit (\$10,000), Solano County (\$10,000) and Vallejo (\$10,000). The first \$115,000 of funds for 2001-02 have already been claimed from MTC. The additional \$10,000 of funds from City of Vallejo will be claimed in 2002-03.

NCTPA has requested a formal agreement committing the \$125,000 from the STA and the three member agencies. Attached is a draft contract that is currently under review by the STA legal counsel.

Fiscal Impact

This STA Board has already approved the \$125,000 contribution to be amended into the STA mid-year budget update. \$115,000 will be amended into the 2001-02 STA Budget and \$10,000 (from City of Vallejo) will be included in the 2002-03 budget.

Recommendation:

Authorize the Executive Director to finalize and execute an agreement for funding the Napa-Solano Passenger Rail Study between STA and NCTPA.

Attachment

**AGREEMENT FOR FUNDING FOR THE NAPA-SOLANO
PASSENGER AND FREIGHT RAIL STUDY
BETWEEN THE NAPA COUNTY TRANSPORTATION
PLANNING AGENCY AND THE SOLANO TRANSPORTATION AUTHORITY**

THIS AGREEMENT is made and entered into as of this ____ day of _____, 2002, by and between the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq., hereinafter referred to as "STA", and the NAPA COUNTY TRANSPORTATION PLANNING AGENCY, a joint powers entity organized under Government Code section 6500 et seq., hereinafter referred to as "NCTPA";

RECITALS

WHEREAS, NCTPA and STA desire to plan for the possible institution of passenger rail and the improvement of freight rail over selected track in both counties; and

WHEREAS, STA and NCTPA have determined to contribute equal amounts of funding to the study; and

WHEREAS, the NCTPA will be responsible for the contracting and day-to-day management of the study; and

WHEREAS, STA is willing to provide to the NCTPA their portion of the funds to administrate for the good of both counties.

TERMS

NOW, THEREFORE, STA and NCTPA agree as follows:

1. **Term of the Agreement.** The term of this Agreement shall commence on the date first above written and shall expire on completion and acceptance by both NCTPA and STA of the Napa Solano Passenger Freight Rail Study, unless terminated earlier in accordance with Paragraphs 7 or 8; except that the obligations of NCTPA to STA under Paragraph 6 (Indemnification) shall continue in full force and effect after said expiration date or early termination as to the liability for acts and omissions occurring during the term of this Agreement.

2. **Scope of Services.** NCTPA shall create or cause to be created a Napa Solano Passenger Freight Rail Study.

3. **Compensation.**

(a) Rates. STA shall pay NCTPA upon receipt an invoice requesting payment from NCTPA, all funds budgeted and received by STA for the creation of the Napa Solano Passenger Freight Rail Study.

(b) Maximum Amount. Notwithstanding subparagraph (a), the maximum payments under this Agreement shall be a total of one hundred and twenty-five thousand dollars (\$125,000) provided, however, that such amounts shall not be construed as guaranteed sums, and compensation shall be based upon services actually rendered and expenses actually incurred.

4. **Method of Payment.** All payments shall be made only upon presentation by NCTPA to STA of an invoice in a form acceptable to the STA Auditor. Payment shall be made to the NCTPA up to the amount budgeted by, granted to, and received by the STA for drafting a Napa Solano Passenger Freight Rail Study. Any funds, including interest income, remaining after completion of the tasks in Paragraph 2 (Scope of Services) shall be returned to the STA by NCTPA at the pro rata rate of STA's contribution to the entire amount received by NCTPA for the Study.

5. **Independent Contractor.** NCTPA shall perform this Agreement as an independent contractor. NCTPA shall, at its own risk and expense, determine the method and manner by which duties imposed on NCTPA by this Agreement shall be performed; provided however that STA may monitor the work performed by NCTPA.

6. **Indemnification.** NCTPA and STA shall defend, indemnify and hold harmless each other and their officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by NCTPA or STA, or their officers, agents, or employees, of activities required under this Agreement.

7. **Termination for Cause.** If either party shall fail to fulfill in a timely and proper manner that party's obligations under this Agreement or otherwise breach this Agreement, the non-defaulting party may, in addition to any other remedies it may have, terminate this Agreement by giving fifteen (15) days written notice to the defaulting party in the manner set forth in Section 11 (Notices).

8. **Termination for the Convenience of a Party.** This Agreement may be terminated by either party for any reason and at any time by giving no less than thirty days written notice of such termination to the other party and specifying the effective date thereof; provided, however, that no such termination may be effected by STA unless an opportunity for consultation is provided prior to the effective date of the termination.

9. **Disposition of and Payment for Work upon Termination.** In the event of termination for cause under Paragraph 7 or termination for the convenience of a party under Paragraph 8, copies of all finished or unfinished documents and other materials, if any, at the option of the STA, shall be delivered to the STA and the NCTPA shall be entitled to receive compensation for any satisfactory work completed prior to receipt of the notice of termination; except that NCTPA shall not be relieved of liability to the STA for damages sustained by STA by virtue of any breach of the Agreement by NCTPA whether or not the Agreement was terminated for convenience or cause.

10. **No Waiver.** The waiver by either party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

11. **Notices.** All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that either party desires to give the other party shall be addressed to the other party at the address set forth below. Either party may change its address by notifying the other party of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

STA

Darryl Halls
Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

NCTPA

Michael Zdon
Executive Director
1804 Soscol, Suite 200
Napa, CA 94559

12. **Subcontracts.** NCTPA is hereby given the authority to contract for any and all of the tasks necessary to create the Napa Solano Passenger Freight Rail Study.

13. **Amendment/Modification.** Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of both parties.

14. **Interpretation.** The headings used herein are for reference. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

15. **Severability.** If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

16. **Local Law Compliance.** NCTPA shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes.

17. **Non-Discrimination Clause.**

(a) During the performance of this Agreement, NCTPA and its subcontractors shall not deny the benefits thereof to any person on the basis of religion, color, ethnic group identification, sex, sexual orientation, age, physical or mental disability, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. NCTPA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

(b) NCTPA shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

18. **Access to Records/Retention.** The STA, any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of the NCTPA which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, NCTPA shall maintain all required records for three years after STA makes final payment for any other work authorized hereunder and all pending matters are closed, whichever is later.

19. **Attorney's Fees/Audit Expense.** In the event that either party commences legal action of any kind or character to either enforce the provisions of this Agreement or to obtain damages for breach thereof, the prevailing party in such

litigation shall be entitled to all costs and reasonable attorney's fees incurred in connection with such action. Any required audits shall be at the expense of the STA.

20. **Conflict of Interest.** NCTPA hereby covenants that it presently has no interest not disclosed to STA and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its services obligation hereunder, except as such as STA may consent to in writing prior to the acquisition by NCTPA of such conflict.

21. **Entirety of Contract.** This Agreement constitutes the entire agreement between the parties relating to the subject of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the parties with respect to the subject matter hereof.

IN WITNESS WHEREOF, this Agreement was executed by the parties hereto as of the date first above written.

NAPA STA TRANSPORTATION
PLANNING AGENCY

SOLANO TRANSPORTATION
AUTHORITY

By _____
Jill Techel, Chair

By _____
, Chair

ATTEST: Secretary of the
Board of the Napa County
Transportation Planning Agency

ATTEST: Secretary of the
Board of the Solano Transportation
Authority

By _____

By _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Counsel to the NCTPA

By: _____
Counsel to the STA



DATE: March 5, 2002
TO: STA Board
FROM: Dan Christians, Assistant Exec. Dir./Director for Planning
Jennifer Tongson, Planning Intern
RE: Revisions to CMAQ/STP Match List

Background:

The CMAQ Match program is a set-aside of STIP funds to match CMAQ-eligible projects. STA previously approved \$772,000 in STIP/CMAQ Match on April 12, 2000 for FY 1999/00 through FY 2003/04. MTC is now requesting that counties review expenditure plans for remaining balances and update project detail to reflect current plans (see attached letter from, MTC 1-30-02). Once the expenditure plans have been revised, MTC will forward the changes to Caltrans Local Assistance who will then coordinate with project sponsors.

Discussion:

After receiving updates from project sponsors, the expenditure plan for the CMAQ Match Program has stayed the same from the approved \$772,000 (see attached spreadsheets dated 2/4/02 and 2/26/02). The first spreadsheet shows MTC's current expenditure plan; the second spreadsheet proposes the changes to be made according to project sponsor and STA updates. When the first spreadsheet was approved by MTC, FY 2001/02 showed less capacity available than the recommended Expenditure Plan. However, there is currently additional capacity available in 2002/03 and 2003/04 and MTC has indicated that CMAs can request advancement of those funds by one year.

The proposed list shows a total recommended CMAQ-match of \$505,000 for FY 2001/02. However, the amount of CMAQ-match available for FY 2001/02 is currently only \$346,000. Using delegated authority, Caltrans local assistance can advance CMAQ-match reserve funds by one year in the STIP. The STA will propose to advance \$178,000 from FY 2002/03 to cover the \$159,000 difference.

On February 27, 2002, the Consortium and STA TAC recommended approval of the proposed revised CMAQ Match Program dated 02/26/02.

Fiscal Impact:

No impact to the STA budget. These are all State Transportation Improvement Program (STIP) funds.

Recommendation:

Authorize the Executive Director to submit the attached revised CMAQ Match Program to MTC and request MTC and Caltrans to advance \$178,000 from FY 2002/03 to cover the \$159,000 CMAQ Match shortfall identified for 2001/02.

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

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

January 30, 2002

RE: CMAQ MATCH PROGRAM – FY 2002 UPDATE

Dear CMA Executive Directors:

The CMAQ Match Program is a set-aside of STIP funds to match CMAQ-eligible projects. Each year, Caltrans local assistance asks that MTC submit expenditure plans for those counties that have CMAQ match reserve funds. This review and update is usually completed earlier in the fiscal year, which is on the state fiscal year period of July 1, 2001 to June 30, 2002. We request that counties now review expenditure plans for remaining balances and update project detail to reflect current plans. Once counties have submitted their revised plans, MTC will forward expenditure plans to Caltrans local assistance, who will then coordinate with project sponsors.

Table A below summarizes the CMAQ match reserve capacity by county. **Table B** shows the remaining balances as of November 30, 2001, which have been reduced by allocations against the CMAQ match reserve.

TABLE A - PROGRAMMING CAPACITY – CMAQ MATCH (\$ 000's)

County	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	Total
Alameda	1,956					1,956
Contra Costa	834		676	200		1,710
Marin	230	115	114	115	115	689
San Francisco	738	87				825
San Mateo	664		333			997
Santa Clara	1,567	288	1,714	1,131		4,700
Solano	356		355	178	178	1,067
Sonoma	405		682		127	1,214

TABLE B - REMAINING BALANCES – CMAQ MATCH (\$ 000's)

County	FY 99/00	FY 00/01	FY 01/02	FY 02/03	FY 03/04	Total
Alameda	317					317
Contra Costa			122	200		322
Marin			75	115	115	305
San Francisco		78				78
San Mateo			113			113
Santa Clara			1,262	1,131		2,393
Solano			346	178	178	702
Sonoma			598		127	725

Attached are the current county expenditure plans as previously submitted to MTC. We are asking that you review the expenditure plans for correctness and update expenditure plan information for remaining balances. The following information applies for this revision:

- **Financially constrain plan** – The expenditure plan should be constrained by the available CMAQ match reserve in each year. Even if a sponsor plans to ask for an allocation early (using delegated authority, Caltrans local assistance can advance CMAQ match reserve funds by one year in the STIP), please show the project in the year that funds are available and make a note that the funds will likely be requested in advance.)
- **Match at current federal/local match ratio (88.53%/11.47%)** – Local assistance has denied allocations where the CMAQ match reserve funds were overmatching the federal funding. When revising the expenditure plan, match at the federal/local match ratio.
- **Ensure project is STIP-eligible** – Projects and phases included should be eligible under Article XIX of the State Constitution.
- **Make consistent with recent STIP amendments** – Counties that requested and had STIP amendments approved will need to adjust their expenditure plans to reflect the amended available match reserve amount.
- **Make consistent with TIP** – Expenditure plans should be consistent with the TIP listings shown in the TIP database. If there are inconsistencies we will work with counties to confirm the priorities for these match reserve funds. MTC plans to keep ‘other local’ in the TIP listing until time of allocation when ‘other local’ will be replaced by ‘STIP.’ This strategy provides the most flexibility for sponsors and counties in the event that match reserve priorities change.

Electronic copies of each county’s expenditure plan will be emailed to the County CMA staff. Please modify the electronic version to reflect current CMAQ match reserve expenditure plans, keeping in mind the information above and completing all fields. **Include the project name, TIP ID, funding year, and funding amount for each project.** The TIP ID is crucial so that MTC can ensure that allocations are tracked correctly. As with last year, Caltrans is no longer requiring that we identify project phases.

If you have questions on the update to CMAQ match plans, please contact Dana Lang at 510.464.7764. The completed revisions to the expenditure plans should be emailed to Dlang@mtc.ca.gov by February 22, 2002. Thank you for your assistance in coordinating with project sponsors to ensure timely obligation and allocation of projects.

Sincerely,

Dianne Steinhauser
Manager, Programming and Allocations

Attachments
DS:DL

cc: Programming and Allocations Staff
Fund Programming Working Group

**SOLANO COUNTY
CMAQ MATCH EXPENDITURE PLAN & RESERVE SUMMARY - CURRENT**

TIP ID	Sponsor	Project	Phase	Fund Source	FY 99/00	FY00/01	FY 01/02	FY 02/03	FY 03/04	Total	* CTC Alloc. & Alloc. Yr
SOL990047	Vacaville	Elmira Road Ped/Bike Path (Beelard Drive to Allison Drive)	PS&E	STIP/CMAQMatch	2,000					2,000	\$2K, 1/00
				CMAQ	8,000					8,000	
			CNST	STIP/CMAQMatch	8,000						8,000
				CMAQ	64,000					64,000	
SOL990046	Vacaville	Elec Veh and Infrastructure	CNST	STIP/CMAQMatch	15,000					15,000	\$15K, 12/99
				CMAQ(E. Solano)						0	
				Other Local Match						0	
SOL990042	Solano Co	Dixon-Davis (Vaughn Road)	PS&E	STIP/CMAQMatch	3,000					3,000	\$3K, 1/00
				CMAQ	20,000					20,000	
			CNST	STIP/CMAQMatch	59,000						59,000
				CMAQ(E. Solano)	820,211					820,211	
				Other Local Match	50,000					50,000	
SOL991068	Fairfield	Fairfield Transp Center - Phase II	CNST	STIP/CMAQMatch			172,000			172,000	\$172K, 6/01
				CMAQ(E. Solano)			1,328,000				
				Other Local Match			1,488,000			1,488,000	
SOL991062	Vacaville	Bella Vista Park & Ride Lot	CNST	STIP/CMAQMatch			172,000			172,000	\$9K, 11/01
				CMAQ(E. Solano)			1,489,000			1,489,000	
				Other Local Match			859,000			859,000	
SOL991071	Vallejo	Sereno Bus Transfer Facility	CNST	STIP/CMAQMatch		173,000				173,000	
				CMAQ(E. Solano)		1,328,000					
				Other Local Match						0	
SOL991065	Solano Co	Dixon-Davis Bike Rte - Runge Road and Tremont	CNST	STIP/CMAQMatch		16,000	152,000			168,000	\$8K, 7/01
				CMAQ(E. Solano)			1,287,000				
				Other Local Match						0	

CMAQ Match Totals:	Recommended Expenditure Plan**	87,000	189,000	496,000	0	0	772,000
	Original Reserve Capacity***	356,000		355,000	178,000	178,000	1,067,000
	Actual CMAQ Match Allocations	267,000		9,000			276,000
	Lapsed Funds	89,000					89,000
	Available STIP/CMAQ Match	0	0	346,000	178,000	178,000	702,000

*CTC Allocation amounts are rounded to the nearest thousand.

**Recommended Expenditure Plan reflects prior CMAQ match plans; Counties may update detail to reflect current plans.

***Original Reserve Capacity for FY 01/02 shown as \$355K on previous documentation; MTC will work with Solano County and Caltrans to reconcile difference.

**SOLANO COUNTY
CMAQ MATCH EXPENDITURE PLAN & RESERVE SUMMARY - PROPOSED**

TIP ID	Sponsor	Project	Phase	Fund Source	FY 99/00	FY00/01	FY 01/02	FY 02/03	FY 03/04	Total	* CTC Alloc. & Alloc. Yr
SOL990047	Vacaville	Elmira Road Ped/Bike Path (Beelard Drive to Allison Drive)	PS&E	STIP/CMAQMatch	2,000					2,000	\$2K, 1/00
				CMAQ	8,000					8,000	
			CNST	STIP/CMAQMatch	8,000					8,000	\$8K, 6/00
				CMAQ	64,000				64,000		
SOL990046	Vacaville	Elec Veh and Infrastructure	CNST	STIP/CMAQMatch	15,000					15,000	\$15K, 12/99
				CMAQ(E. Solano)						0	
				Other Local Match						0	
SOL990042	Solano Co	Dixon-Davis (Vaughn Road)	PS&E	STIP/CMAQMatch	3,000					3,000	\$3K, 1/00
					20,000					20,000	
			CNST	STIP/CMAQMatch	59,000					59,000	\$59K, 5/00
				CMAQ(E. Solano)	820,211				820,211		
				Other Local Match	50,000				50,000		
SOL991068	Fairfield	Fairfield Transp Center - Phase II	CNST	STIP/CMAQMatch	172,000					172,000	\$172K, 6/01
				CMAQ (CM)	1,328,000					1,328,000	
				Other Local Match	1,488,000					1,488,000	
SOL991062	Vacaville	Bella Vista Park & Ride Lot	CNST	STIP/CMAQMatch			172,000			172,000	\$9K, 11/01
				CMAQ (CM)			1,469,000			1,469,000	
				Other Local Match						0	
SOL991071	Vallejo	Sereno Bus Transfer Facility	CNST	STIP/CMAQMatch			173,000			173,000	
				CMAQ (CM)			1,328,000			1,328,000	Transf. to FTA, 07/10/2001
				Other Local Match						0	
SOL991065	Solano Co	Dixon-Davis Bike Rte - Runge Road and Tremont	CNST	STIP/CMAQMatch	8,000		160,000			168,000	\$16K, 7/01
				CMAQ (CM)			1,287,000				
				Other Local Match						0	

CMAQ Match Totals:	Recommended Expenditure Plan**	267,000	0	505,000	0	0	772,000
	Original Reserve Capacity***	356,000		355,000	178,000	178,000	1,067,000
	Actual CMAQ Match Allocations	267,000		9,000			276,000
	Lapsed Funds	89,000					89,000
	Available STIP/CMAQ Match	0	0	346,000	178,000	178,000	702,000

*CTC Allocation amounts are rounded to the nearest thousand.

**Recommended Expenditure Plan reflects prior CMAQ match plans; Counties may update detail to reflect current plans.

***Original Reserve Capacity for FY 01/02 shown as \$355K on previous documentation; MTC will work with Solano County and Caltrans to reconcile difference.

**** \$178K from 02/03 will be advanced to 01/02 to cover the \$159K difference. A balance of \$19K will remain in 01/02.



DATE: March 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
Nancy Whelan, Nancy Whelan Consulting
RE: FY 02/03 and FY 03/04 Gas Tax Contribution And TDA Claim Estimates

Discussion:

As the STA and the member agencies begin to prepare their annual budgets, the STA provides estimated contributions from local gas tax subventions and Transportation Development Act (TDA) funds for each agency. This year, STA will begin a two-year budget for the fiscal years 2002-03 and 2003-04. Historically, the STA has increased its claims by 3% to 5% next year to cover the cost of living adjustments and to reflect additional transportation responsibilities assumed by the STA. Due to the uncertainties of the gas tax and TDA funds available for the next two years, STA proposes to budget the same amount budgeted in FY 2001-02, or \$286,617 from gas tax and \$286,617 from TDA, for each of the next two fiscal years.

Estimated contributions from the member agencies are calculated based on population shares using the most recent California Department of Finance population estimates. The attached table indicates the contribution amounts from each jurisdiction for FY 2002-03 and FY 2003-04. These estimates may be adjusted as new information becomes available.

Fiscal Impact:

None. Gas Tax and TDA claim supports STA's operating and planning efforts. The amounts requested are the same as FY 2001/02.

Recommendation:

Approve FY 02/03 and FY 03/04 Gas Tax Contribution and TDA Claim Estimates and authorize the Executive Director to forward to STA's Member Agencies.

Attachment

**FY 2002-03 AND FY 2003-04 GAS TAX AND TDA ESTIMATES
for Solano Transportation Authority**

Proposed TDA Contributions for Planning and Administration				
	Population¹	Population Percentage	FY 2002-03 Share	FY 2003-04 Share
BENICIA	27,200	6.74%	\$19,326	\$19,326
DIXON	16,300	4.04%	\$11,581	\$11,581
FAIRFIELD	98,800	24.49%	\$70,198	\$70,198
RIO VISTA	4,790	1.19%	\$3,403	\$3,403
SUISUN CITY	26,700	6.62%	\$18,970	\$18,970
VACAVILLE	91,200	22.61%	\$64,798	\$64,798
VALLEJO	118,800	29.45%	\$84,408	\$84,408
UNINCORPORATED	19,650	4.87%	\$13,961	\$13,961
TOTAL	403,400	100.00%	\$286,617	\$286,617

Proposed Gas Tax Contributions				
	Population¹	Population Percentage	FY 2002-03 Share	FY 2003-04 Share
BENICIA	27,200	6.74%	\$19,326	\$19,326
DIXON	16,300	4.04%	\$11,581	\$11,581
FAIRFIELD	98,800	24.49%	\$70,198	\$70,198
RIO VISTA	4,790	1.19%	\$3,403	\$3,403
SUISUN CITY	26,700	6.62%	\$18,970	\$18,970
VACAVILLE	91,200	22.61%	\$64,798	\$64,798
VALLEJO	118,800	29.45%	\$84,408	\$84,408
UNINCORPORATED	19,650	4.87%	\$13,961	\$13,961
TOTAL	403,400	100.00%	\$286,617	\$286,617

1: California Department of Finance, City and County Population Estimates, January 2001, Report E-1



DATE: March 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
Dale Dennis, PDMG
RE: Consultant Selection for Preparation of the Environmental Document for the North Connector Project and the I-80/I-680/SR12 Interchange Project

Background:

The STA has been working with project consultants and Caltrans to complete Segment 1 (I-80/I-680/SR12 Interchange Complex) of the I-80/680/780 MIS/Corridor Study. The Draft Tier 2 Evaluation Report has been completed and three alternatives, in addition to the No-Build, are recommended for further evaluation including the I-680 Viaduct (Alternative 2D), the I-80 Widening + the South Parkway (Alternative 4D Modified), and I-80 Widening (Alternative 6A Modified).

The STA Board approved the Draft Tier 2 Evaluation Report at the February 13, 2002 Board Meeting as well as the following items:

- Initiation of the Cordelia Truck Scales Reconstruction and Relocation Study
- Initiation of environmental study for the North Connector project
- 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)

Discussion:

Consistent with STA Board direction, staff has been proceeding with the consultant selection process for preparation of the Project Report(s)/Environmental Document(s) for the **North Connector project** and the **I-80/680/SR12 Interchange project** as discussed below.

North Connector Project

As a result of discussions with FHWA and Caltrans' staff, it has been determined that the **North Connector project** has independent utility and can proceed with a separate environmental document. Based on Korve's performance to date, their local knowledge and the fact that this next phase of work is consistent with the type of services they were selected to perform, staff is recommending that Korve Engineering proceed with preparation of the Project Report/Environmental Document. As background, Korve Engineering was retained in January 2001 to prepare the I-80/680/780 MIS/Corridor Study and to complete preliminary design

services for the I-80/I-680/SR12 Interchange. Over the past year, Korve Engineering has done an excellent job in moving this project forward.

The additional services provided by Korve Engineering for the preparation of the Environmental Document and Project Report will be funded with Transportation Congestion Relief Program (TCRP) funds allocated specifically for the North Connector project. For accounting and funding purposes, staff is recommending the execution of a separate contract for this additional work.

I-80/680/SR12 Interchange project

The **I-80/680/SR12 Interchange project** includes all the improvements to the interchange except the North Connector project.

In order to ensure time sensitive environmental studies are started in the March/April time frame, the STA issued a Request for Proposals (RFP) in January 2002 to retain a consultant to preparation of the Project Report/Environmental Document. Otherwise, the environmental process could have been delayed by at least 1 year.

A RFP was issued on January 15th and four proposals were received on February 15, 2002. STA staff convened a selection panel comprised of 2 representatives from the STA and one staff member from each of the following agencies: City of Fairfield, Solano County, and Caltrans. The panel evaluated the written proposals and held oral interviews on March 1, 2002. Based on the proposals and interviews, the panel unanimously recommended the joint venture team of Mark Thomas and Co., Inc. & Nolte Associates, Inc. to prepare the Environmental Document and Project Report for the I-80/I-680/SR12 Interchange project.

1. Mike Lohman, Mark Thomas Co., Inc./Nolte Engineering
2. Daniel Powell, Parsons Transportation Group
3. Thomas Tracy, Parsons Brinckerhoff Quade & Douglas, Inc.
4. James H. Lundell, Washington Infrastructure Services Inc.

Fiscal Impact:

The services recommended as part of this staff report will be funded with Transportation Congestion Relief Program (TCRP) funds dedicated to the North Connector project and the I-80/I-680/SR12 Interchange project.

Recommendation:

Authorize the Executive Director to: 1) Enter into an agreement with Korve Engineering to prepare the Project Report/Environmental Document for the **North Connector project** for an amount not to exceed \$2,000,000; 2) Enter into an agreement with the Mark Thomas/Nolte Associates Team to prepare the Project Report/Environmental Document for the **I-80/680/SR12 Interchange project** for an amount not to exceed \$6,500,000.



DATE: March 6, 2002
TO: STA Board
FROM: Dan Christians, Assistant Exec. Dir/Director for Planning
RE: Feasibility Study for Contra Costa/Solano
Commuter Rail Service

Background:

Various rail studies have been conducted over the past decade to look at potential commuter rail service to the Bay Area along the Capitol Corridor/Union Pacific right-of-way from Solano County to San Jose. In addition, at the recent 10-year Visioning Workshop, the Capitol Corridor Joint Powers Agency discussed various options for increasing rail service, particularly for commuters. The new Solano Comprehensive Transportation Plan has identified the need for various commuter rail studies including one to determine a potential Solano/BART Commuter Rail service.

Discussion:

Jim Spering and STA staff recently met with the West Contra Costa Transportation Advisory Committee (WCCTAC) to discuss joint participation in a Contra Costa/Solano Commuter Rail Feasibility Study. This study, in cooperation with BART and the Capitol Corridor, would analyze potential commuter rail service between Solano County and Richmond BART.

The study is expected to cost about \$200,000 and is proposed to be funded from the following agencies:

STA	\$50,000
MTC	\$50,000
BART	\$50,000
Cities and County of Contra Costa	\$50,000

The STA's portion of the study would be secured from the remaining uncommitted portion of State Transit Assistance funds already claimed by the STA for 2001-02. It is proposed that this study be implemented in the next six months.

Staff from the STA, MTC, WCCTAC and BART are currently developing a scope of work. The scope will be submitted to the STA Board for approval once it is fully drafted. Attached is a flyer from BART and WCCTAC describing the preliminary scope of this study. With STA's participation in this study, BART and WCCTAC have agreed to revise the flyer and add Solano County as a potential partner in this study description.

Fiscal Impact:

The STA's \$50,000 contribution would be paid from the remaining uncommitted portion of State Transit Assistance Funds (STAF) already approved in the 2001-02 STA Budget for SolanoLinks planning activities.

Recommendation:

Authorize the Executive Director to develop a scope of work and enter into an agreement for funding for the Contra Costa-Solano Commuter Rail Feasibility Study between STA, BART, MTC, Capitol Corridor, and the Contra Costa Transportation Advisory Committee.

Attachment



FREQUENT • RAPID • INTEGRATED • COST-EFFECTIVE • RELIABLE

Today, the I-80 corridor in West Contra Costa County is one of the most congested corridors in the country. By 2020, demand for travel in this segment of I-80 is predicted to increase by 50%. Existing lanes on I-80 are currently at capacity during peak hours. A preliminary analysis conducted in Fall 2001 by BART and WCCTAC* suggests that rail service in existing freight corridors is an attractive alternative that could deliver high-quality transit service and relieve congestion on I-80. The following options will be the focus of a proposed Spring/Summer 2002 feasibility study.

*West Contra Costa Transportation Advisory Committee

OPERATING CHARACTERISTICS

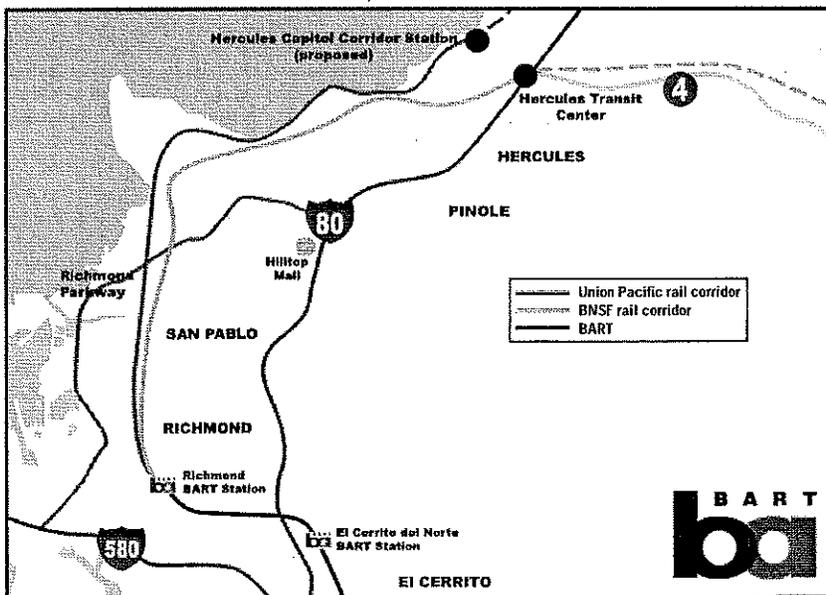
- **Vehicles:** Lightweight, self-propelled diesel multiple-unit (DMU) or Capitol Corridor rail vehicles; 75 mph maximum speed
- **Service Frequency:** 15-20 minutes peak (timed to meet BART trains at Richmond Station) for DMU service; less frequent for Capitol Corridor service; less frequent off-peak service
- **Regional Connectivity:** Connections with BART, Capitol Corridor (Auburn/Sacramento-Oakland/SF-San Jose) intercity rail service, AC Transit, Golden Gate Transit and WestCAT buses

WATERFRONT ROUTE OPTION

- **Potential Route:** Richmond BART to at least the proposed Hercules Capitol Corridor station via the Union Pacific rail line; could utilize existing railroad right of way for DMU service, or increase Capitol Corridor intercity rail service on this waterfront route
- **System Integration:** Intermodal connections at Richmond BART and the proposed Hercules Capitol Corridor Station
- **Land Use Coordination:** Opportunities to promote transit-oriented development in adjacent communities consistent with local and regional policies

INLAND ROUTE OPTION

- **Potential Route:** Richmond BART to the intersection of I-80 and State Route 4 in Hercules via the Burlington Northern Santa Fe railroad line
- **System Integration:** Intermodal connections at Richmond BART and the Hercules Transit Center
- **Land Use Coordination:** Opportunities to support and revitalize businesses and neighborhoods along the route



ESTIMATED COSTS AND TIMING

- **Capital Costs:** Estimated DMU capital costs at approximately \$200 million - \$400 million plus, excluding right-of-way acquisition and environmental mitigation costs
- **Operating Costs:** \$7-8 million per year for DMU service
- **Implementation Time:** 3-5 years after funding is secured

PROPOSED STUDY

- The proposed study will examine:
- ridership
 - refined cost estimates
 - appropriate rail technology
 - potential alignments and station sites
 - transit-oriented development opportunities
 - operation and implementation plans



DATE: March 6 , 2002
TO: STA Board
FROM: Dan Christians, Assist. Exec. Director/Director for Planning
RE: STA's Draft Comprehensive Transportation Plan

Background:

The Solano Comprehensive Transportation Plan (CTP) was initiated by the STA Board in February 2000. The STA Board, TAC and Intercity Transit Consortium helped develop the Needs Assessment and reviewed and approved various CTP work products. The STA Board Transportation Steering Committee and the three subcommittees have met approximately 30+ times over the past two years to review and provide input on all the various CTP products. The Transit Consortium and the STA TAC met on February 27, and March 4, 2002, to review the draft CTP documents and forward a recommendation to the STA Board to release the Draft CTP and all the elements for public review and comments. The Comprehensive Transportation Plan is a non-mandatory plan and is not a programming document. It is only intended to give guidance to the STA Board when future opportunities for future state, federal, regional or local sources of funds become available.

Discussion:

The Draft CTP and its three draft elements (Transit; Arterials, Highways and Freeways; and Alternative Modes) have now been completed. The STA Board has previously approved a schedule that includes the public release of the Draft CTP at this STA Board meeting.

Copies of the plan and a Power Point presentation will be previewed at the STA Board meeting prior to holding any of the public input events (see attached schedule). Copies of the complete plan will also be made available for public review on the updated STA web site.

Additional subcommittee meetings were held in late February and one last subcommittee meeting is scheduled on March 12 by the Arterials, Highways and Freeways Subcommittee. Specific requests from the subcommittees have been incorporated into the Draft Plan or could still be added to the Draft by the STA Board as an addendum. Public input events will be held between March 18 and May 2, 2002 in each of Solano's seven cities. Staff is recommending the STA Board schedule the Final CTP for adoption on May 15, 2002.

The overall Draft CTP is a full-color, user-friendly Plan that identifies the major transportation needs, plans, implementation steps and funding options needed to implement various transportation projects and programs over the next 20 years. Major topics address road maintenance needs, key transportation corridors, intercity transit and paratransit services, bike routes, candidate TLC/Enhancement projects and a full description of STA's Rideshare (Solano Napa Commuter Information Program).

A Draft of the CTP and all the elements was circulated to the Consortium and TAC members. On February 27, 2002 and March 4, 2002, the Transit Consortium and TAC respectively, reviewed and forwarded the Draft CTP to the STA Board and recommended public release of the Draft Plan.

After review by legal counsel the STA has prepared the attached environmental checklist/Initial Study in accordance with the California Environmental Quality Act. A notice of intent to approve a Negative Declaration and provide for a 30-day public comment period will be published in newspapers of general circulation and circulated to various state and local agencies.

After formal 30-day review period and after the public meetings are completed on about May 2, 2002, final changes can be made to the plan before STA Board approves the Final Plan.

Fiscal Impact

None. This is a planning study only and any specific proposals in the plan will require separate STA Board and sponsor actions to implement using various combinations of local, regional, state and federal funds.

Recommendations:

1.) Approve the public release of the Draft Solano Comprehensive Transportation Plan including the overall CTP Element and the Transit Element, Arterials, Freeways and Highways Element and Alternative Modes Element; and 2.) In accordance with CEQA, publish a Notice of Intent to approve a Negative Declaration and provide for a 30-day public comment period for the plan and all the elements based on the attached environmental checklist/Initial Study

Attachments

Solano Comprehensive Transportation Plan

Schedule

STA Releases Draft CTP	Mar 13 – 6 PM
City Council/Public Input Meetings	
Benicia City Council	Mar 19 – 7 PM
Vallejo City Council	Mar 19 – 9 PM
Rio Vista City Council	Mar 21 – 7 PM
Board of Supervisors	Mar 26 – 2 PM
Dixon City Council	Mar 26 – 7 PM
Benicia Public Input	Mar 28 – 6:30 PM
Suisun City Councils	Apr 2 – 7 PM
Vallejo Public Input	Apr 3 – 7 PM
Dixon Public Input	Apr 4 – 7 PM

Solano Comprehensive Transportation Plan

Schedule

City Council/Public Input Meetings (cont.)

Rio Vista Public Input

Apr 8 – 7 PM

Suisun Public Input

Apr 11 – 7 PM

Fairfield City Council

Apr 16 – 7 PM

Vacaville City Council

Apr 23 – 7 PM

Fairfield Public Input

Apr 25 – 7 PM

Vacaville Public Input

May 1 – 7 PM

STA Board Adoption of CTP

May 8 – 6 PM

ENVIRONMENTAL CHECK LIST FORM

PROJECT INFORMATION

- | | |
|------------------------------------|--|
| 1. Project Title | Solano Comprehensive Transportation Plan (CTP) |
| 2. Lead Agency | Solano Transportation Authority (STA)
One Harbor Center, Suite 130
Suisun City, CA 94585 |
| 3. Lead Agency Contact | Daryl K. Halls, Executive Director
Or Dan Christians, Assist. Executive Director/Director of Planning
Solano Transportation Authority
(707) 424-6075 |
| 4. Project Location | Solano County, California |
| 5. Project Sponsor | Solano Transportation Authority |
| 6. General Plan Designation | As this plan would not change designated land uses, and encompasses the entire land area within Solano County, no specific General Plan Designations can be identified. |
| 7. Zoning | Not applicable. See response to question 6. |
| 8. Project Description | The project is defined as a <i>Comprehensive Transportation Plan (CTP)</i> , which identifies improvements to enhance or augment regional transportation in Solano County. |

9. Surrounding Land Uses and Setting

The surrounding land uses include agricultural lands; low, medium, and high density residential; commercial; office; institutional; industrial, military, and recreational.

10. Other Public Agencies whose approval is required *Includes permits, financing approval or participation agreements*

No other agencies are required to approve the CTP. Member agencies of STA, the Metropolitan Transportation Commission, the California Department of Transportation (Caltrans), and the California Transportation Commission may use the document in reviewing future transportation project needs of Solano County.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated on the following pages.

- Land Use and Planning
- Transportation/Circulation
- Public Services
- Population and Housing
- Biological Resources
- Utilities and Service Systems
- Geology and Soil
- Energy and Mineral Resources
- Aesthetics
- Water
- Hazards
- Cultural Resources
- Air Quality
- Noise
- Recreation
- Mandatory Findings of Significance

DETERMINATION

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or is "potentially significant unless mitigated." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because all potentially significant effects:
 - 1) Have been analyzed adequately in an earlier EIR pursuant to applicable standards; and
 - 2) Have been avoided or mitigated pursuant to an earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

The earlier EIR adequately analyzes the proposed project, so **NO ADDITIONAL ENVIRONMENTAL IMPACT REPORT** or **NEGATIVE DECLARATION** will be prepared.

Signature

Date

Printed Name

Title

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

IMPACT DISCUSSION

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) <i>Have a substantial adverse effect on a scenic vista?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Notes:

The CTP will not directly impact scenic vistas or create light or glare. Some of the transportation improvements contemplated in the CTP could have direct impact on aesthetic resources on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all aesthetic resource impacts will be identified and mitigated on a project-specific basis.

II. AGRICULTURE RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Notes:

The CTP will not directly impact agricultural resources. Some of the transportation improvements contemplated in the CTP could have direct impact on these resources on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all cultural resource impacts will be identified and mitigated on a project-specific basis.

III. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) <i>Conflict with or obstruct implementation of the applicable air quality plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Expose sensitive receptors to substantial pollutant concentrations?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Create objectionable odors affecting a substantial number of people?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Notes:

The CTP will not directly generate any air pollutant emissions. Improvements in the CTP may benefit regional air quality by reducing congestion. Some of the transportation improvements contemplated in the CTP could have direct impacts on air quality, sensitive receptors, or create objectionable odors on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all air quality impacts will be identified and mitigated on a project-specific basis.

IV. BIOLOGICAL RESOURCES. Would the project:

a) <i>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Notes:

The CTP will not directly cause any impacts to biological resources. Some of the transportation improvements contemplated in the CTP could have direct impacts on biological resources on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all biological impacts will be identified and mitigated on a project-specific basis.

V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Notes:

The CTP will not directly impact cultural resources. Some of the transportation improvements contemplated in the CTP could have direct impact on cultural resources on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all cultural resource impacts will be identified and mitigated on a project-specific basis.

Environmental Issues

Potentially Significant Impact Less Than Significant With Mitigation Incorporated Less Than Significant Impact No Impact

VI. GEOLOGY AND SOILS. Would the project::

- | | | | | |
|--|---|---|---|---|
| <p>a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:</i></p> <p style="margin-left: 20px;">i) <i>Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</i></p> <p style="margin-left: 20px;">ii) <i>Strong seismic ground shaking?</i></p> <p style="margin-left: 20px;">iii) <i>Seismic-related ground failure, including liquefaction?</i></p> <p style="margin-left: 20px;">iv) <i>Landslides?</i></p> <p>b) <i>Result in substantial soil erosion or the loss of topsoil?</i></p> <p>c) <i>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</i></p> <p>d) <i>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</i></p> <p>e) <i>Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</i></p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> |
|--|---|---|---|---|

Notes:

The CTP will not directly impact any geologic hazards or unique soil conditions. Some of the transportation improvements contemplated in the CTP could have direct impacts on some of these resources on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all potentially affected geologic resources will be identified and mitigated on a project-specific basis.

VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) <i>Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) <i>Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Notes:

The CTP will not directly create any health hazards. In fact, the CTP improvements are expected to reduce or eliminate hazards. Some of the transportation improvements contemplated in the CTP could have direct impacts on hazardous substances on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all will be identified and mitigated on a project-specific basis.

Environmental Issues

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) <i>Violate any water quality standards or waste discharge requirements?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Otherwise substantially degrade water quality?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) <i>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) <i>Inundation by seiche, tsunami or mudflow?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Notes:

The CTP will not directly impact utilities or service systems. Some of the transportation improvements contemplated in the CTP could have direct impacts on some of these resources on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all potentially affected water resources will be identified and mitigated on a project-specific basis.

IX. LAND USE AND PLANNING. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>Physically divide an established community?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) <i>Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Notes:

The CTP will not directly conflict with general plan designations, zoning or other applicable environmental plans/policies. Similarly, the CTP will not divide an established community. Some of the transportation improvements contemplated in the CTP could have direct impacts on land use on a projects-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all potentially affected land use resources will be identified and mitigated on a project-specific basis.

XI. MINERAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) <i>Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Issues

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Notes:

The CTP will not directly affect mineral resources. Some of the transportation improvements contemplated in the CTP could have direct impacts on mineral resources on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

- A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all impacts to energy and mineral resources will be identified and mitigated on a project-specific basis.

XI. NOISE. Would the project:

a) <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Notes:

The CTP will not directly increase existing noise levels or expose people to severe noise levels. Some of the transportation improvements contemplated in the CTP could have direct impacts on noise levels on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all noise impacts will be identified and mitigated on a project-specific basis.

XII. POPULATION AND HOUSING. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) <i>Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) <i>Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Notes:

The CTP does not directly affect population or housing. The travel demand forecasts documented in the CTP are consistent with the official population projections for Solano County from the Association of Bay Area Governments. Therefore, no impact on population or housing is identified.

XIII. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

- | | | | | |
|------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>Fire protection?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) <i>Police protection?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) <i>Schools?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) <i>Parks?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) <i>Other public facilities?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Environmental Issues

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Notes:

The CTP will not directly impact public services. The congestion relief facilitated by the implementation of the CTP improvements is expected to reduce response times for police and fire services. Some of the transportation improvements contemplated in the CTP could have direct impact on public services on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all public services impacts will be identified and mitigated on a project-specific basis.

XIV RECREATION.

a) <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Notes:

The CTP will not directly impact recreational resources or opportunities. Some of the transportation improvements contemplated in the CTP could have direct impact on recreational resources on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all recreational resource impacts will be identified and mitigated on a project-specific basis.

Environmental Issues

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Notes:

The CTP will not directly increase vehicle trips or create impacts to transportation and circulation. In fact, the CTP will benefit regional transportation and circulation as it provides a policy framework to enhance public transit; reduce vehicle trips and traffic congestion; eliminate safety hazards for automobiles, bicyclists, and pedestrians; and encourage use of travel modes that are alternatives to the automobile. Some of the transportation improvements contemplated in the CTP could have direct impacts on transportation on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all transportation impacts will be identified and mitigated on a project-specific basis.

XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) <i>Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Comply with federal, state and local statutes and regulations related to solid waste?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Notes:

The CTP will not directly impact utilities or service systems. Some of the transportation improvements contemplated in the CTP could have direct impacts on some of these facilities on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all potentially affected water resources will be identified and mitigated on a project-specific basis.

Environmental Issues

Potentially Significant Impact Less Than Significant With Mitigation Incorporated Less Than Significant Impact No Impact

XVII MANDATORY FINDINGS OF SIGNIFICANCE

a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Notes: terrific

The CTP will not directly impact any of the mandatory findings listed above. Some of the transportation improvements contemplated in the CTP could have direct impact on some of the key resources such as fish and wildlife on a project-specific basis. The CTP contains the following goal and objective related to minimizing potential environmental impacts:

GOAL 8: Environmental Impacts: Minimize adverse environmental impacts associated with the implementation of transportation improvements in Solano County.

Objectives:

A. Mitigate potentially significant impacts to a level of less than significant.

No impacts are identified at the plan level as all impacts will be identified and mitigated on a project-specific basis.



DATE: March 5, 2002
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Report

Background:

January 31 was the last day for each house to pass bills introduced in 2001 in their house of origin, and February 22nd was the last day to introduce new bills. The attached Legislative Matrix reflects the remaining active bills and those just introduced.

Discussion:

AB 1296 (Thomspson) would expand the purposes for which \$35,000,000 may be expended to include intercity rail service and would specify that the service is to be between the cities of Auburn and Dixon.

STA staff recommends a Support position on this bill.

SB 1243 (Torlakson) would require MTC to meet with ABAG for the purpose of conducting a feasibility study on merging the functions of both agencies

STA staff recommends a Watch position on this bill.

SB 1492 (Parata) would impose a state-mandated local program by requiring MTC to establish certain goals and measurable objectives for, and to establish performance measurement criteria to evaluate certain new transportation projects and programs in, the regional transportation plan. The bill would provide that, if the commission finds that in order to carry out the performance measurement criteria, goals, and objectives it intends to submit or submits an application for funds to the State Mandates Commission, it would not be required to meet these requirements. This bill would provide that if the Legislature finds there is no mandate contained in the bill that will result in costs incurred by a local agency or school district for a new program or higher level of service, which require reimbursement pursuant to these constitutional and statutory provisions.

STA TAC members recommend a Watch position on this bill.

SCA 3 (Karnette) would amend the State Constitution to authorize capital, maintenance, and operating costs for public mass transit vehicles as a purpose for which revenues from motor vehicle fuel taxes and motor vehicle fees and taxes may be expended

STA staff recommends a Watch position on this bill.

Recommendation:

Approve recommended positions and direct STA staff to take appropriate action on support item:
1.) Support position on AB 1296, 2.) Watch position on SB 1243, 3.) Watch position on SB 1492 and 4.) Watch position on SCA 3.

Attachment

***Solano Transportation Authority
2002 Legislative Matrix
March 13, 2002***

State Legislation Bill/Author	Subject	Status	Position
AB 419 (Dutra) Transportation: Design –Build Contracts	This bill would authorize until January 1, 2010, certain transportation authorities to enter into certain design-build contracts. The bill would require the transportation authorities to use a design build process for bidding on transportation projects, including a requirement that certain information be verified under oath. The bill would require authorities to report to the Legislature regarding implementation of the design-build process. It would also authorize the department until 1/1/10, to enter into 3 design-build contracts, as defined, for the design and construction of transportation projects that are funded from the Traffic Congestion Relief Fund and have a total capital cost of not more than \$24,000	SEN Transportation Hearing canceled at the request of author.	
AB 666 (Dutra) Acceleration of Highway Projects	This bill would reenact provisions repealed in 1997 relative to accelerated processing for state highway projects meeting specified criteria. The bill would authorize the Director of Transportation to preliminarily designate an eligible state highway project for acceleration, allow state and local agencies to object and require project to which objection has been made to be referred to an acceleration panel. The bill would also require Caltrans upon final designation to complete all engineering, right-of-way acquisition, and other matters preliminary to bid within 2 years	SEN Transportation	
AB 680 (Steinberg)	This bill would authorize counties and cities in the greater Sacramento area to obtain air emission reduction credits in connection with a land use project. Would require districts to facilitate the sale of air emission reduction credits to a public or private entity that owns or operates power plants located in, or proposed for construction in the greater Sacramento area. Would authorize the credits to offset emissions of air pollution in the Sacramento region, but would require the proceeds received by a district in connection with the sale of air pollution reduction credits to be used to fund other emission reduction programs. The bill would require the State Board of Equalization to distribute sales tax revenue, derived from a 1% tax rate by a qualified or electing county or city in the greater Sacramento region, to taxing among those same counties and cities in that region based on the amount those counties and cities received in the 2001 2002 calendar year and on the populations of each county and city. Would specify that up to 1/3 of the sales tax revenue growth be shifted away from	SEN Local Government and Revenue and Taxation (2/14/02)	

92	<p><i>counties and cities in the region that fail to become housing eligible, as defined, and direct them to the Sacramento Area Council of Governments (SACOG) instead. Would establish the Sacramento Regional Smart Growth Fund Allocation Program to provide monetary incentives for smart growth policies, as specified. Declares the intent of the Legislature to create the Sacramento Regional Open Space and Recreation Conservancy to acquire open space land, which would be funded by an appropriation from the Legislature and from impact fees imposed on residential and commercial development in the greater Sacramento area, except on low income and infill residential developments. Declares the intent of the Legislature not to implement this pilot program statewide until a report is submitted to the Legislature on or before January 1, 2007 2010 evaluating the success of the program. Specifies that any multi-county region in California that adopts regional tax sharing agreements or multi-county smart growth principles, as defined, would be entitled to 1% of the funds allocated to the Transportation Investment Fund, beginning in the 2008-09 fiscal year, upon appropriation of the Legislature, and that 10 points would be awarded for applications to the State Department of Housing and Community Development for the Jobs-Housing Balance Program, the Cal Home Program and the Multi-Family Housing Assistance Program. The bill provides that its operation would be postponed if a statute is enacted in 2002 that decreases certain revenues that cities in the greater Sacramento area would have received. The bill also provides that its provisions become inoperative the day a revenue-sharing agreement, as specified, goes into effect between all the cities and counties in the greater Sacramento area. (Amended 1/29/02)</i></p>		
AB 1296 (Thomson) Transportation: Commuter Rail	This bill would expand the purposes for which \$35,000,000 may be expended to include intercity rail service and would specify that the service is to be between the Cities of Auburn and Dixon.	SEN Transportation Committee (Re- referred)	Support
SB 545 (McClintock) High-Occupancy Vehicle Lanes	This bill would require Caltrans, on or before January 1, 2003, only with respect to those highways under its jurisdiction, to establish standards for all existing High-Occupancy Vehicle (HOV) lanes, and to evaluate all other HOV lanes that have been established for at least 2 years, in accordance with relevant criteria. The bill would require that Caltrans' engineering estimates include a traffic model study comparing the alternatives of establishing HOV lanes, high-occupancy toll lanes, mixed-flow lanes or not establishing additional lanes. The bill would require that analysis results of the study and methodology be documented and a certification of competency of the	ASM Appropriations (Hearing canceled at the request of author)	

	results for an HOV lane project be required for inclusion of the project in the state transportation improvement plan. Among other things, the study would evaluate relationships between public transit service and usage, and introduction and usage of HOV lanes in a given corridor. A model would be developed evaluating impact on public transit if HOV lanes are not used. (Amended 7/17/01)		
SB 873 (Torlakson) San Francisco Bay Area Regional Transit Expansion Agreement	This bill would require MTC, in cooperation with the congestion management agencies of the counties of Alameda, Contra Costa, San Mateo, Marin, Sonoma, Napa, Solano and Santa Clara, and the city and county of San Francisco, to develop a regional transit expansion agreement for the San Francisco Bay Area by 6/30/02. Would permit the agreement to include the results of certain rail extension studies and information concerning any project being evaluated as a potential rail extension in San Mateo County and in the city and county of San Francisco. (Amended 6/14/01)	Assembly Transportation Committee	
SB 1243 (Torlakson) Merging of MTC and ABAG 03	This bill would require the MTC to meet with ABAG for the purpose of conducting a study on the feasibility of merging the functions of the MTC and those of ABAG into a new regional government commission, and to make a report to the Legislature, no later than January 1, 2004. By increasing the duties of a local agency, the bill would impose a state-mandated local program.	SEN Local Government (Set for hearing March 20)	Watch
SB 1262 (Torlakson) Streets and Highways: local transportation capital improvement projects	This bill would provide for county with more than 200,000 residents that not less than 10% of the funds available for regional improvements shall be used for county transportation incentive programs that reward local jurisdictions that promote new development programs that reduce traffic congestion, provide a better balance of other developments that are within walking distance of local schools, shops, and businesses. The bill would require each county transportation program to base its awards on certain criteria.	SEN Transportation (Set for hearing March 19)	
SB 1491 (Perata) Transportation: San Francisco Bay Area Regional Transit Policy Board	This bill would abolish the regional transit coordinating council and would establish the San Francisco Bay Area Regional Transit Policy Board which would assume the council's functions and would provide advice to the Metropolitan Transportation Commission on regional transit planning and expansion issues, thereby imposing a state-mandated local program. The bill would require transit expansion policy be adopted by July 1, 2005. This bill would prohibit the regional transit plans from being submitted to the commission until certain approval and ratification conditions have been met. The bill would require each agency or operator that appoints a member to the board to make specified monetary and staff support contributions to the board on an	SEN (May be acted upon on or after March 22)	

	annual basis.		
SB 1492 (Parata) Transportation Metropolitan Transportation Commission	This bill would impose a state-mandated local program by requiring MTC to establish certain goals and measurable objectives for, and to establish performance measurement criteria to evaluate certain new transportation projects and programs in, the regional transportation plan. The bill would provide that, if the commission finds that in order to carry out the performance measurement criteria, goals, and objectives it intends to submit or submits an application for funds to the State Mandates Commission, it would not be required to meet these requirements. This bill would provide that if the Legislature finds there is no mandate contained in the bill that will result in costs incurred by a local agency or school district for a new program or higher level of service, which require reimbursement pursuant to these constitutional and statutory provisions.	SEN Read first time (May be acted upon on or after March 22)	Watch
SCA 3 (Karnette) Transportation: Motor Vehicle Fuel Taxes: additional uses	This bill would amend the State Constitution to expressly authorize capital, maintenance, and operating costs for public mass transit vehicles as a purpose for which revenues from motor vehicle fuel taxes and motor vehicle fees and taxes may be expended.	SEN Transportation (Failed passage in committee – Reconsideration granted)	Watch
SCA 5 (Torlakson) Local Government: Sales Taxes: Transportation and Smart Growth Planning	This bill would amend the State Constitution to authorize the local governments, with approval of a majority of its voters voting on the proposition, to impose a special tax that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services (amended 7/18/01)	SEN Appropriations (Re-referred to committee)	
PROP. 42 (ACA4)	This measure places in the State Constitution those provisions of current law that require that, from 2003-04 through 2007-08, gasoline sales tax revenues be used for specified state and local transportation purposes. The revenues would be allocated as follows: 20% public transit; 40 % transportation improvement projects; 40% local streets and roads (cities and counties).	To voters on March 5 Ballot	Support



DATE: March 5, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Status of Development of Expenditure Plan for
Transportation

Background:

On September 12, 2001, the STA Board approved a series of recommendations developed by the Board's appointed Local Funding Subcommittee. These included:

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

Discussion:

Over the past few months, the STA and its consultant team has been working with the Expenditure Plan's Management Committee to develop the schedule, process and specifics of an expenditure plan for transportation. Many of the project specifics have been developed as part of the STA's Comprehensive Transportation Plan. An early product in the Expenditure Plan's development is a public survey poll designed to gauge and assess the level of public support with Solano County's voters for a local funding measure for transportation. With the financial support of the California Alliance for Jobs, a public poll was funded through the Solano Economic Development Corporation (SEDCORP). Evans/McDonough was retained to conduct the poll and the California Alliance for Jobs and SEDCORP have released the preliminary results of the survey results. A summary of the results was presented to the Solano Mayor's Conference on February 20, 2002. A complete tabulation of the survey results is expected to be completed shortly. Members of the STA Board (Jim Spering and John Silva) and Solano Mayor's Conference (Tony Intintoli) have requested a copy of the survey made available to the public when it is completed.

At the meeting, Jim Spering will provide a status of the Expenditure Plan and a summary of the poll results. Morrie Barr represents the STA TAC on the STA's Management Committee for the Expenditure Plan.

The next focus for the Management Committee will be to focus on developing an implementation schedule and reviewing various governance structure to manage the Expenditure Plan.

Fiscal Impact:

None

Recommendation:

Informational

STA Receives Preliminary Transportation Poll Results

Earlier this month, the California Alliance for Jobs and SEDCORP conducted a telephone survey to test the viability of a ½ cent Tax Measure (Measure S) in Solano County. Eight hundred Solano County registered voters were surveyed between February 2 and February 10, 2002.

When respondents were asked if they felt that traffic had gotten better, worse, or stayed the same, **86% indicated that traffic had gotten worse over the past few years, 6% indicated that they had gotten better, 6% said they had gotten stayed the same and 2% said they didn't know.** When asked if they would vote on a tax measure for transportation projects, **78% indicated that they would vote yes, 17% said no, with 5% saying they don't know.** When compared to polls in Contra Costa for Measure C (75%) and Alameda Measure B (81%), **Solano County's 78% scored very favorably.**

Respondents were given the opportunity to select projects that they felt would be absolutely necessary and an important part of any new transportation improvement program in Solano County. The following projects were identified:

Projects	Yes	No
• Local Streets and Roads	86%	13%
• I-80/I-680 Interchange Project	85%	11%
• Elderly and Handicapped Transit	85%	12%
• I-80/SR 12 Improvements	80%	18%
• New BART Commuter Rail Service (Capitol Corridor)	76%	17%
• Express Bus Service	66%	26%
• Pedestrian/transit friendly downtowns	65%	30%
• Trails, parks, greenbelt habitat projects	65%	30%
• I-80 Carpool Lanes (HOV)	65%	31%
• More Vallejo Ferry Service	63%	29%
• Sacramento Commuter Rail Service	60%	33%
• Expanding the Capitol Corridor Services	59%	27%
• Bike and Pedestrian Projects	49 %	47%
• New Benicia Ferry	46%	42%

Questions on Open Space issues were asked to determine if a combined effort would be likely to be approved by voters. Respondents were asked if a sales tax should include an open space plan, would it make them more or less likely to support the measure. **51% indicated that they would be more likely, 24% less likely, 19% said it would make no difference, 6% didn't know.** When asked if the inclusion of the following projects would make them more or less likely to vote for the measure, the results were more likely to vote yes:

Projects	More Likely	Less Likely
• Farmlands	59%	20%
• Wetlands/Habitats	59%	23%
• Regional Parks	56%	24%
• Separators	50%	22%
• Connected Trail System	43%	31%

Respondents were again asked "Given all that you have heard, if the election on Measure S were held today, would you vote yes to approve or would you vote no to reject Measure S." **At this time 82% said yes, 14% said no and 4% said that they did not know.**

The very favorable response to the transportation poll puts the Solano Transportation Authority Board of Directors in a position to decide whether a ½ cent tax measure should be placed on the November 2002 ballot.

*Jim: I hope this is what you are looking for...I wasn't sure if you just wanted the facts or if you wanted an article.

Transportation Poll

Preliminary Results Presented to Mayors' Conference

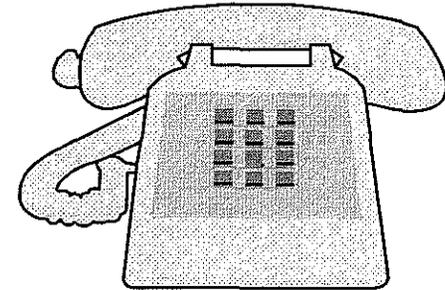
February 20, 2002

First Vote Question Text

- Some people have suggested putting a new measure on the ballot next year. We'll call it Measure S. The new Measure S would read:
- "Shall Solano County voters authorize a transportation expenditure plan directing County sales tax revenues to the following transportation projects:
 - • Improvements to I80/I680 Interchange;
 - • Widen highways including I80 and Highway 12;
 - • New BART Commuter Rail Service;
 - • Express Bus service on I80 Corridor;
 - • Expanded Ferry Service from Solano County to other Bay Area locations;
- Approval of the Expenditure Plan authorizes collection of ½ cent transportation sales tax during the plan's implementation.
- If the election on this ballot measure were held today would you vote YES to approve it or would you vote NO to reject it? **(IF UNDECIDED)** Well, do you lean toward voting YES or do you lean toward voting NO?

Methodology

- ✘ Solano County
- ✘ Registered voters
- ✘ Telephone survey
- ✘ Trained, Professional Interviewers
- ✘ February 2- 10, 2002
- ✘ n = 800
- ✘ \pm 3.5 percentage points

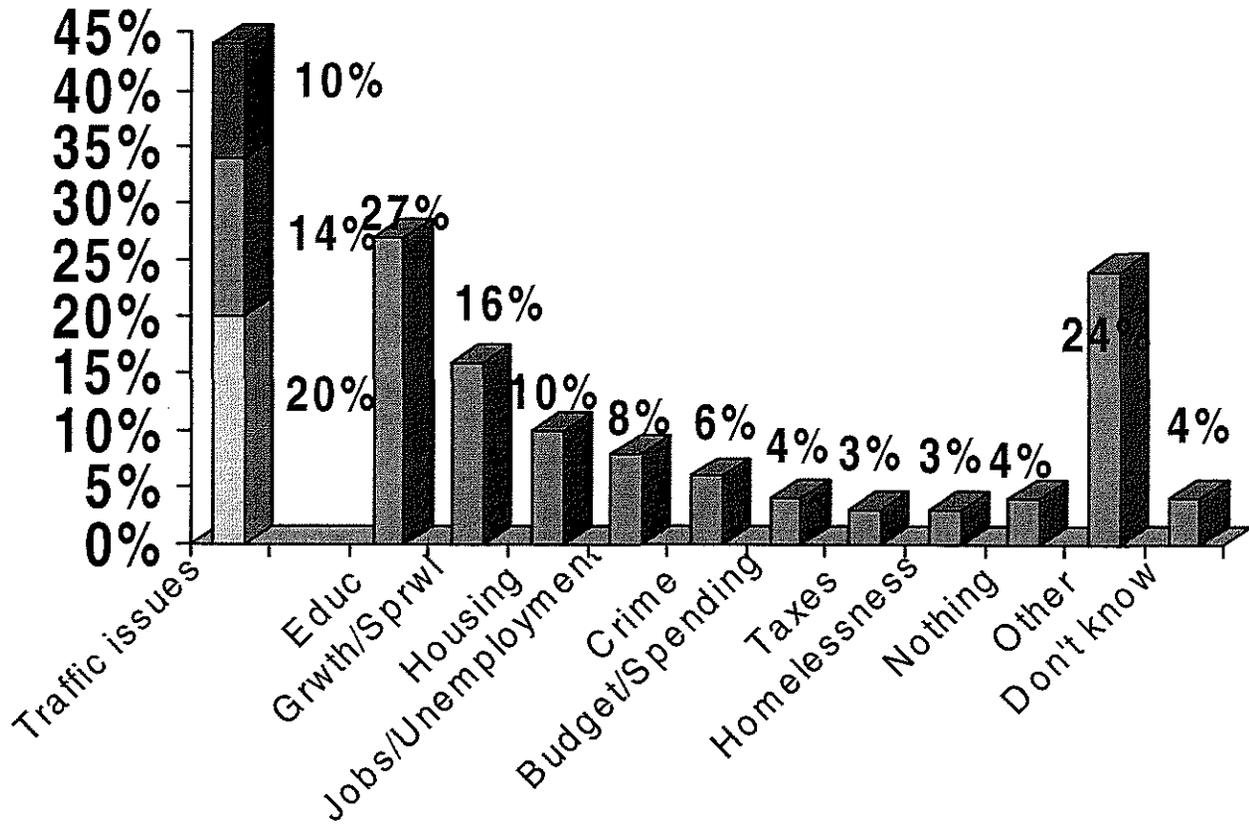


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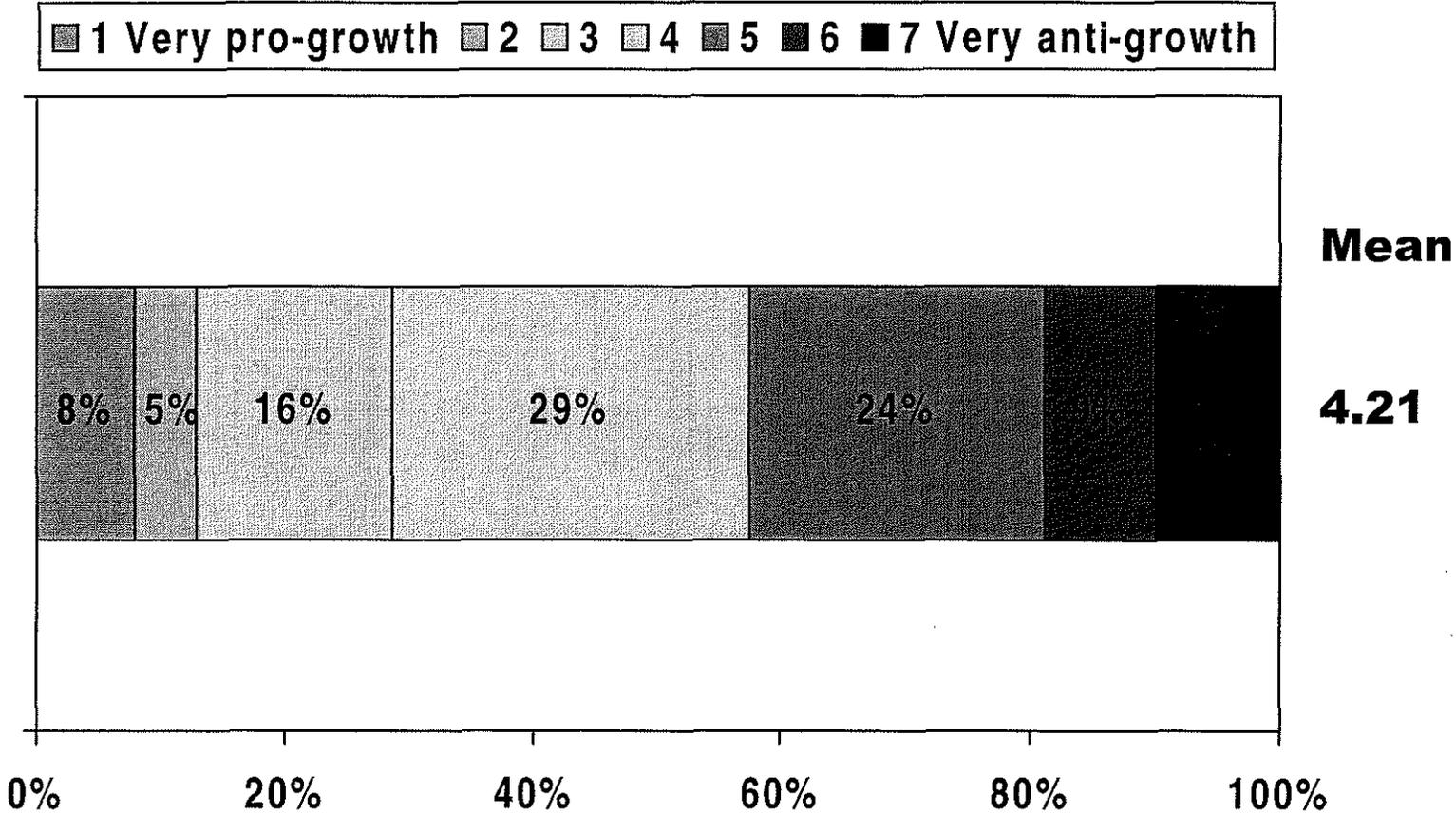
As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.

Most Important Problem

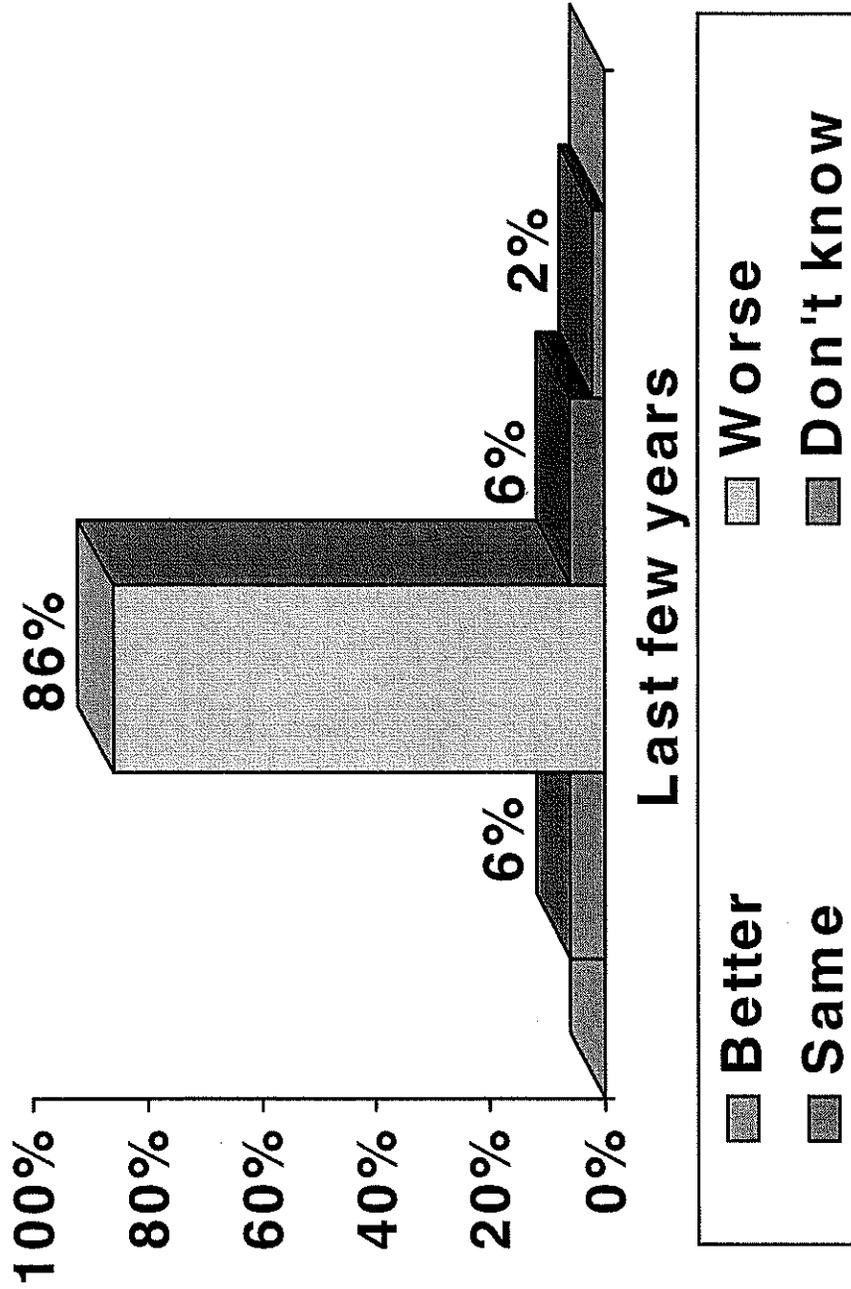
Traffic
 Roads/Hwys
 Transportation/Mass Transit



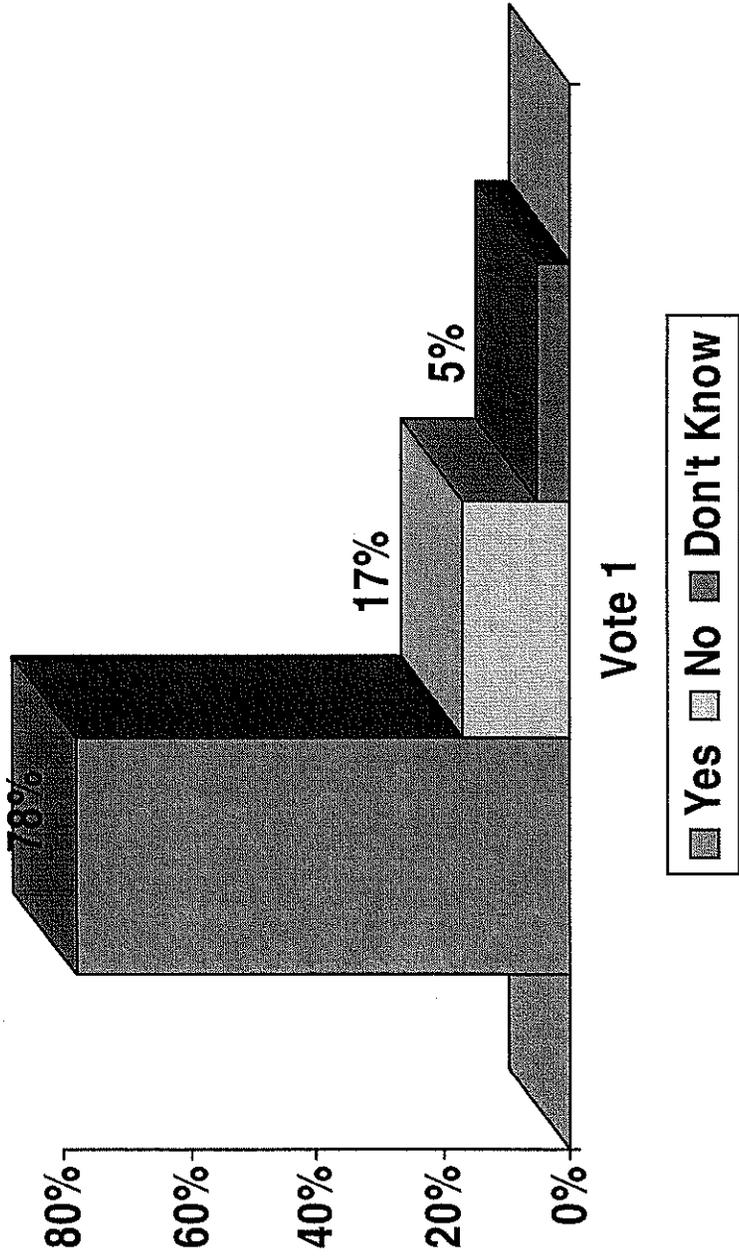
Growth Scale



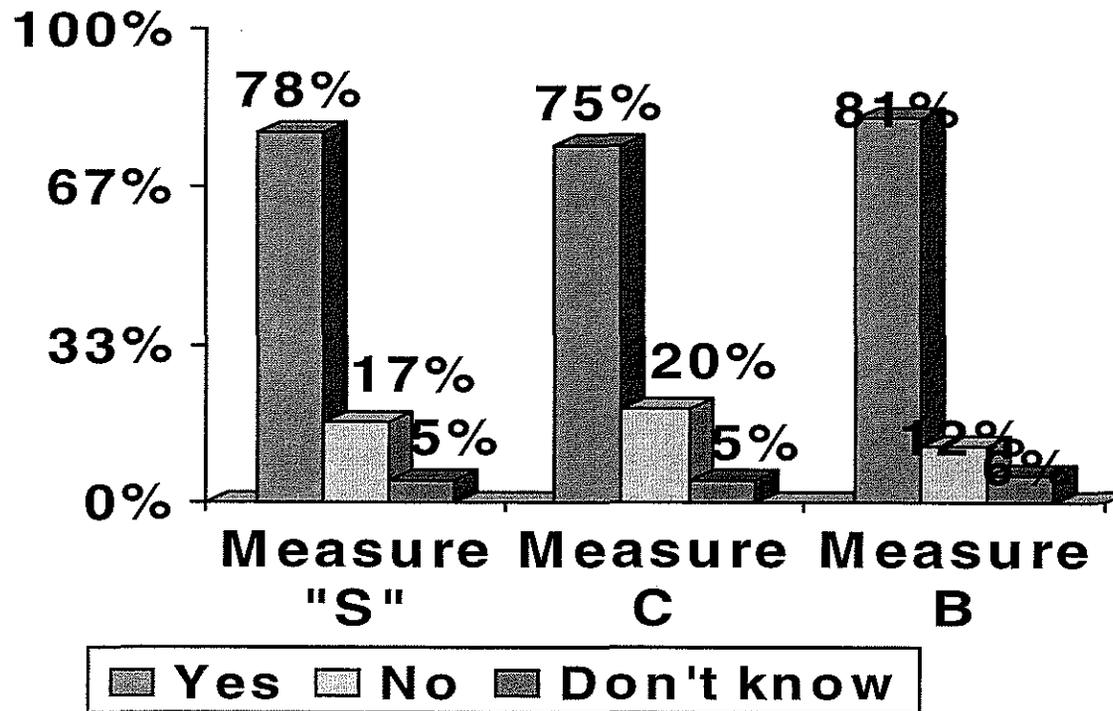
Traffic



Measure "S" Vote 1

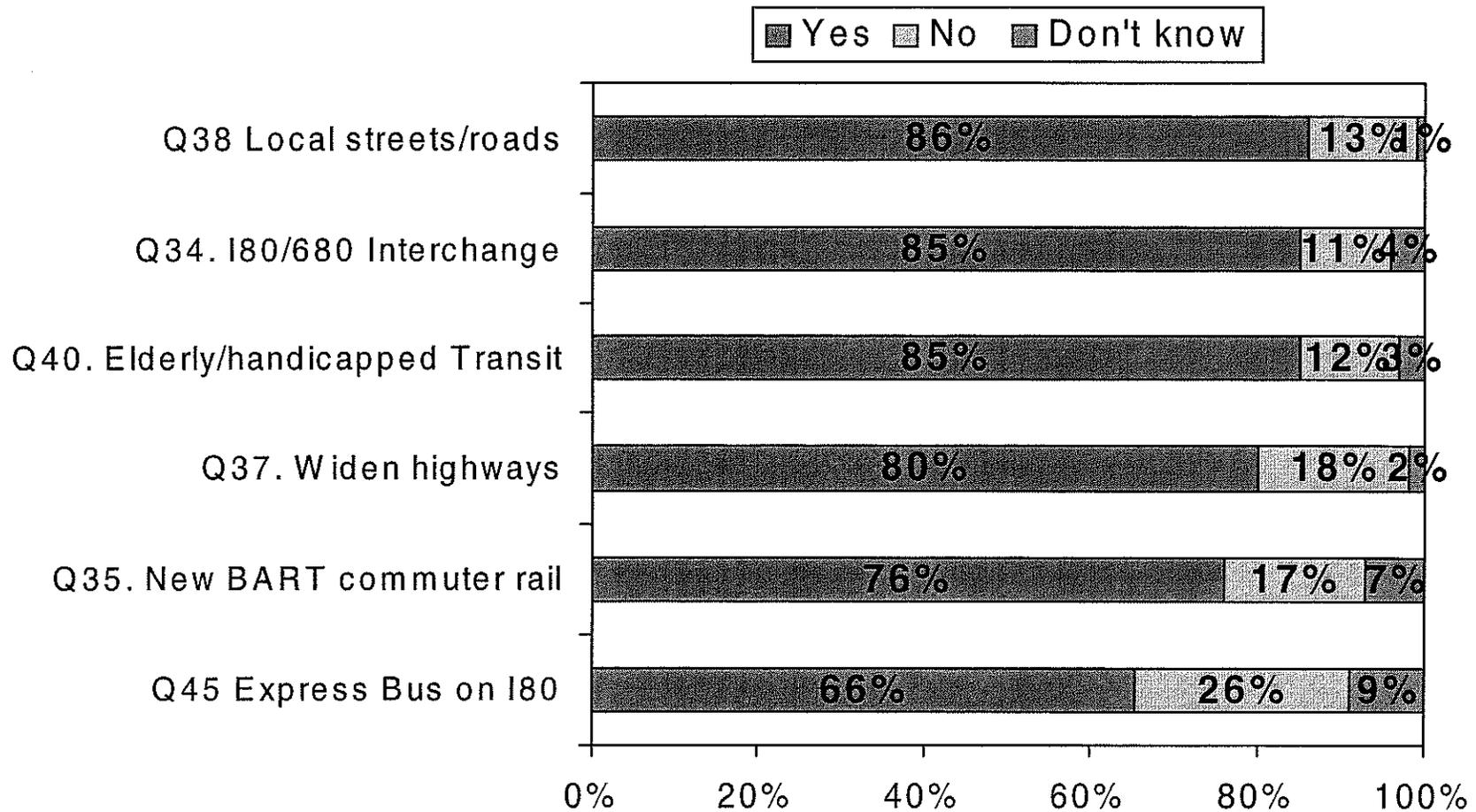


Solano County Measure "S" Contra Costa Measure C Alameda Measure B

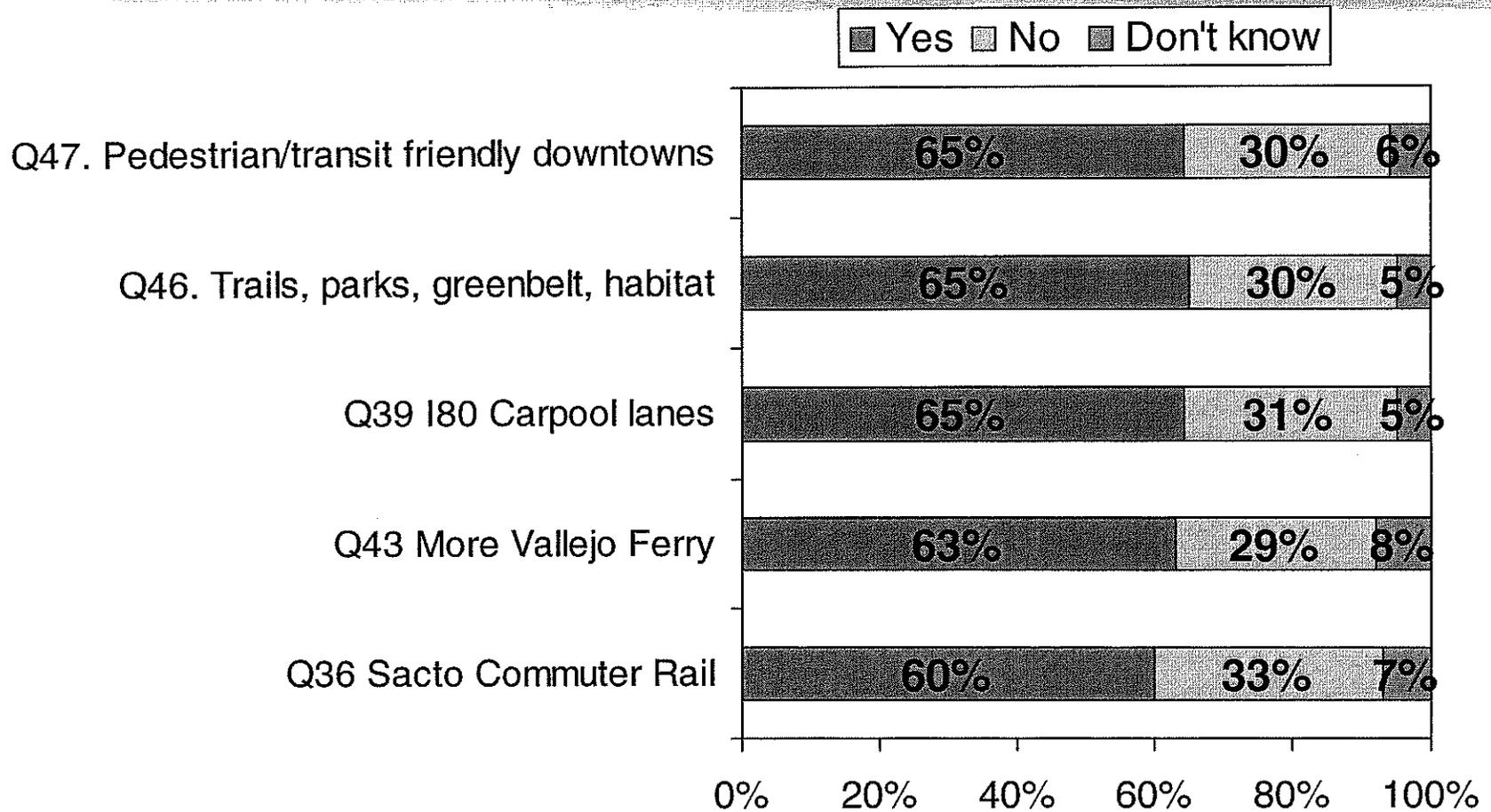


Measure "S" Projects

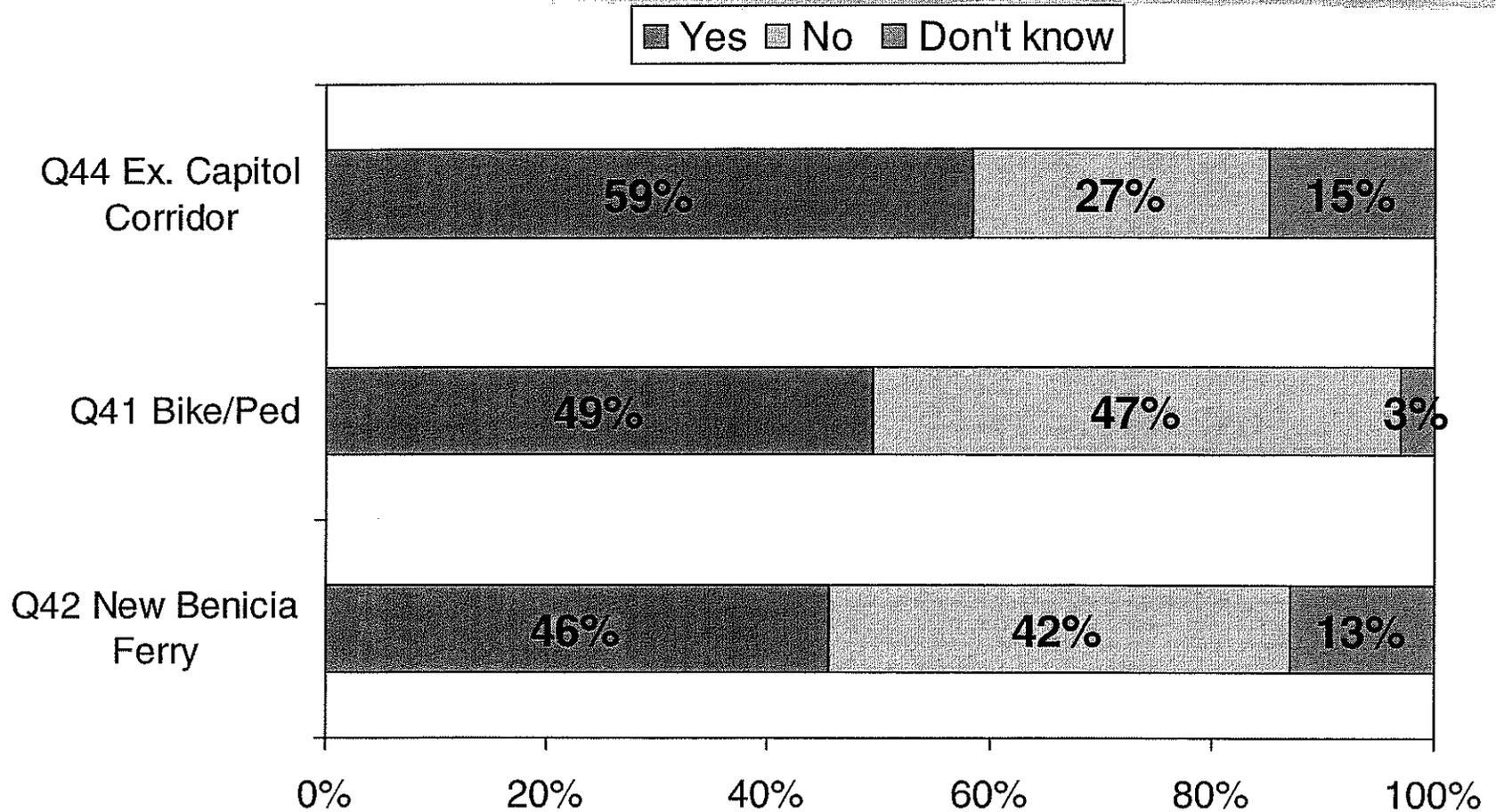
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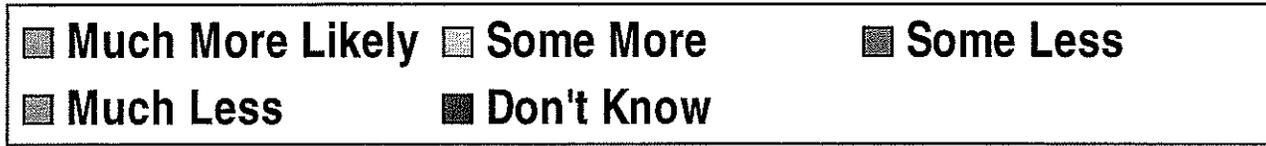
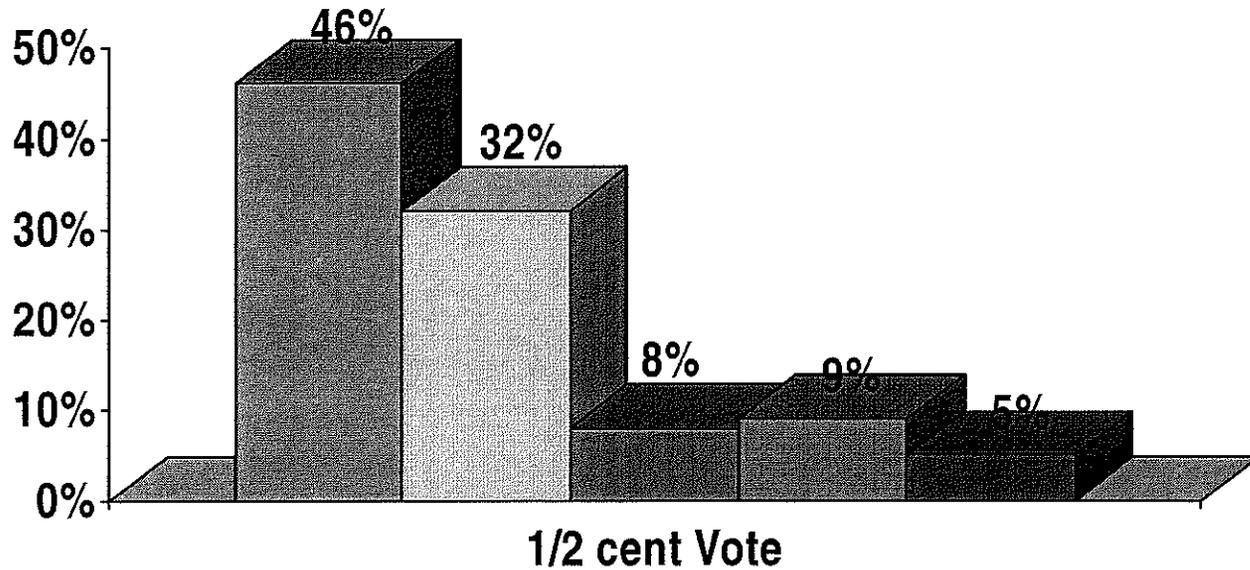
Measure S Projects (Cont.)



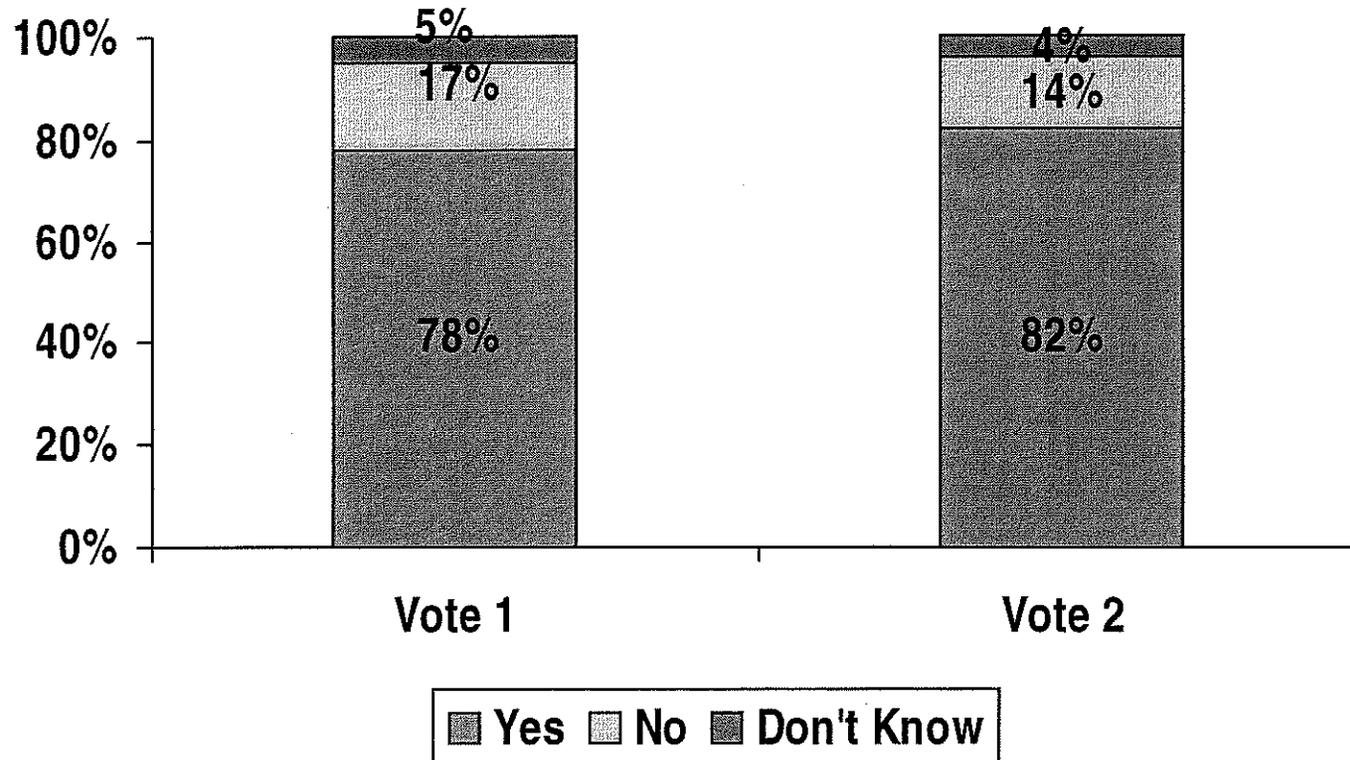
Measure S Projects (Cont.)



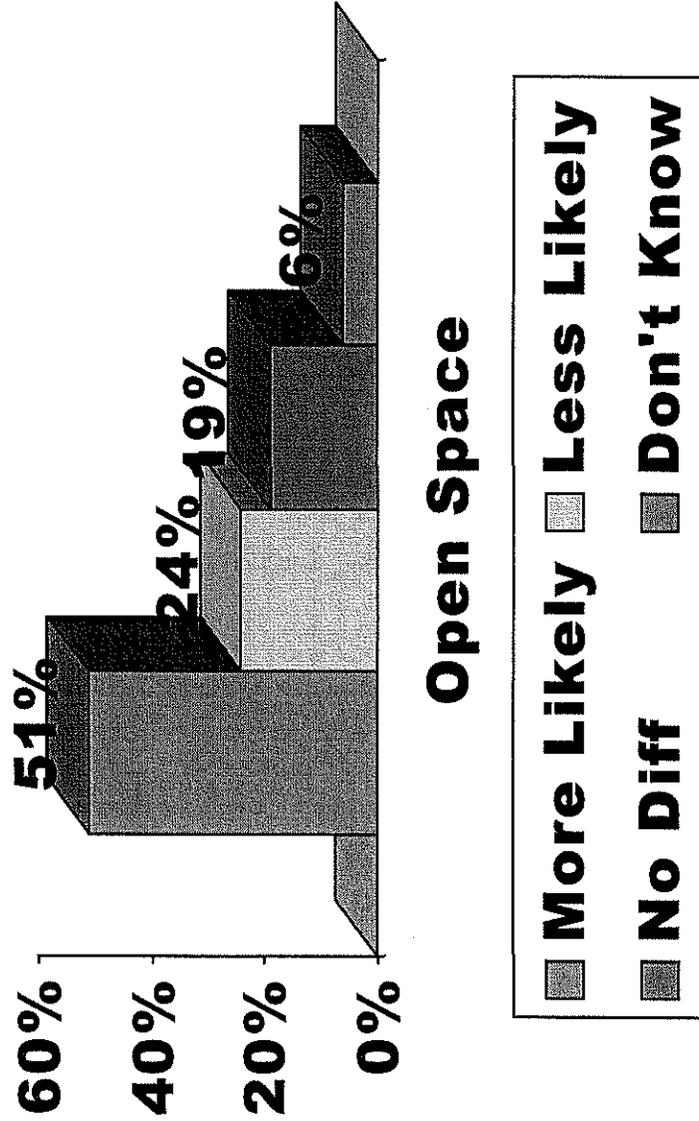
Measure "S" 1/2 cent Vote



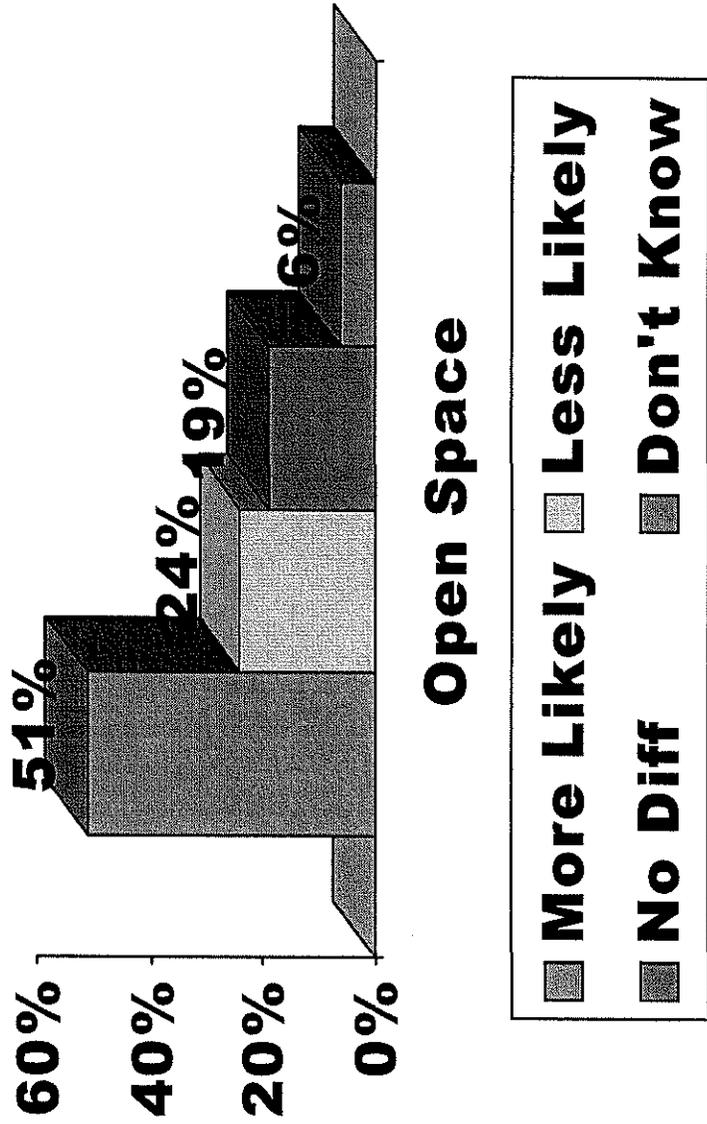
Measure "S" Vote After Projects & Tax Information



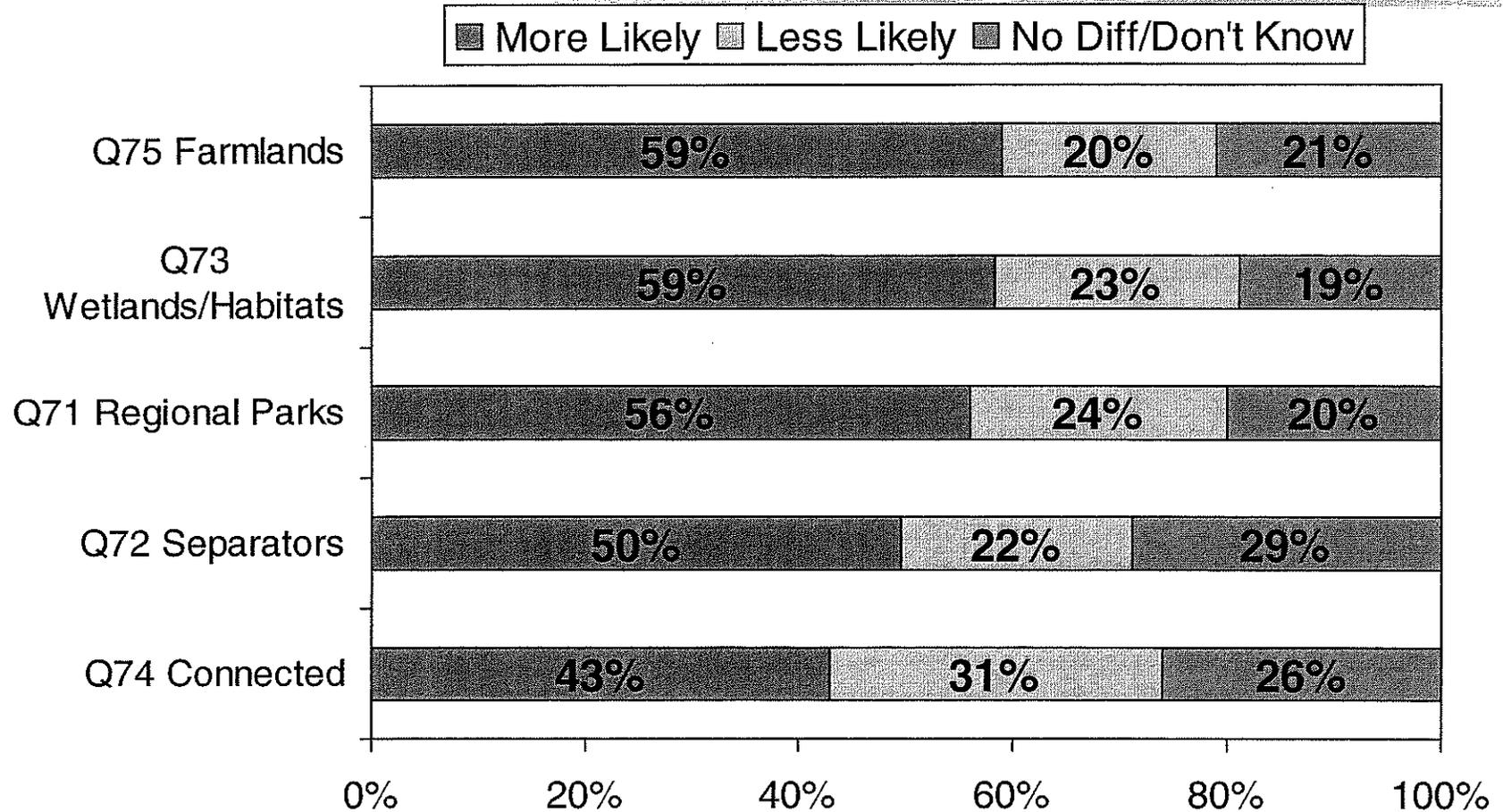
Measure "S" & Open Space



Measure "S" & Open Space



Open Space Projects





DATE: March 5, 2002
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: MTC 511 Regional Information Telephone Service

Background:

Nationwide, the Federal Communications Commission (FCC) designated 511 for Traveler Information to provide consistent and convenient communications access similar to 411 providing telephone directory assistance nationwide. The San Francisco Bay Area is one of five regions nationwide inaugurating the use of 511. MTC is coordinating the implementation of 511 in the Bay Area. 511 would replace the existing 817-1717 known as TravInfo. Traffic, transit, rideshare and a wide range of other information will be included in the 511 system. With the switchover to the 511 system, the current menu-driven system would be replaced by an interactive voice-activated system. STA's SNCI program has been included in the discussion of how the system would be designed and when callers should be directed to SNCI in relationship to calls to RIDES and local transit operators.

Discussion:

Through the 511 system, Solano and Napa carpool and vanpool callers will be directed to SNCI. There are other topics in the 511 system that relate to transit but may be more appropriate to direct callers to SNCI. Transit incentives/Commuter Check may be of interest to transit users, but also are of value to vanpoolers and new clients who are unfamiliar with them and may not know to ask. Park and ride lot information overlaps between transit and ridesharing. SNCI is willing to handle these calls as it does now. There is a function in the 511 system that allows callers to reply "I don't know" when asked which transit operator they would like information from. The system then needs an agency to direct these callers. Rather than being directed to the "default" transit operator, which is typically the largest operator in the county, SNCI is willing to handle these calls for Solano and Napa. SCNI proposes to also handle bicycling and airporter calls. Handling all these types of calls is consistent with the program's existing services and also maximizes multi-modal connections. The STA Intercity Transit Consortium agreed with this approach at their February meeting.

As currently stipulated by contract, STA must equally display the TravInfo number with SNCI's 800-53-KMUTE number. This requirement is expected to continue with the switch from 817-1717 to 511. In time, the voice-activated 511 may replace the 800#. Given that possibility, directing callers as described above would be simply replicating that types of

calls staff currently handles and would continue to handle. Callers specifying a transit operator would still be directed the transit operator.

Two additional meetings concerning the design of the 511 system will be held prior to the STA Board meeting. An update will be provided at the meeting.

Fiscal Impact:

None anticipated.

Recommendation:

Information



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

Discussion:

The Bay Area entered into a federal air quality "conformity lapse" on January 21, 2002, during which, federal action could not be granted until the U.S. Environmental Protection Agency (EPA) approves the Bay Area's motor vehicle emissions budget portion of the 2001 Ozone Attainment Plan. The conformity lapse would have had a significant affect on a small number of transportation projects in Solano County if it had continued indefinitely. On February 14, 2002 the U.S. EPA approved the emissions budget and published its findings in the Federal Register the week of February 19 for a 15-day public review period. The emissions budget sets the parameters for the Regional Transportation Plan (RTP) and two remaining actions have to occur before the conformity lapse is completely lifted:

- 1) MTC Commission must approve an air conformity determination for the 2001 RTP based upon the new emissions budget.
- 2) FHWA will also have to approve an air conformity determination for RTP.

The MTC Commission will hold a special meeting March 15, 2002 to approve the conformity determination of the 2001 RTP. MTC has indicated that the FHWA will act on MTC's determination by about March 29, 2002.

When the conformity lapse is lifted, TIP amendments and projects that require federal actions may resume at that time. Attached is the U.S. EPA Notice of Adequacy Status to be published in the Federal Register.

Recommendation:

Informational

Attachment

ENVIRONMENTAL PROTECTION AGENCY

[CA071-NOA; FRL-_____]

Adequacy Status for Transportation Conformity Purposes of the
Motor Vehicle Emissions Budgets

in the San Francisco Bay Area Ozone Attainment Plan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of adequacy status.

SUMMARY: In this notice, EPA is notifying the public that it has found the motor vehicle emissions budgets in the submitted San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard (adopted October 24, 2001) are adequate for transportation conformity purposes.

DATES: The adequacy finding is effective [15 days after the date of publication in the Federal Register].

FOR FURTHER INFORMATION CONTACT: This notice, the findings letter and its enclosures (giving the basis for the adequacy finding and responses to public comments) are available on EPA's conformity website: <http://www.epa.gov/otaq/traq>, (once there, click on the "Conformity" button, then look for "Adequacy Review of SIP Submissions for Conformity"). You may also contact Ginger Vagenas, U.S. EPA, Region IX, Air Division AIR-2, 75 Hawthorne Street, San Francisco, CA 94105; (415) 972-3964 or vagenas.ginger@epa.gov.

SUPPLEMENTARY INFORMATION:

Note: In this document, "we", "us" and "our" refer to EPA.

Today's notice is an announcement of a finding that we have already made. On February 14, 2002, EPA Region IX sent a letter to the California Air Resources Board (CARB), stating that motor vehicle emission budgets in the San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard (revised September 2001 and submitted by CARB on November 30, 2001) are adequate for transportation conformity purposes. These budgets are for the year 2006 and are 164.0 tons per day of volatile organic compounds (VOC) and 270.3 tons per day of nitrogen oxides (NOx).

Transportation conformity is required by section 176(c) of the Clean Air Act (CAA). Our conformity rule requires that transportation plans, programs, and projects conform to state air quality implementation plans (SIPs) and establishes the criteria and procedures for determining whether or not they do. Conformity to a SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

The criteria by which we determine whether a SIP's motor vehicle emission budgets are adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4). An adequacy review is separate from the SIP completeness review required by CAA section 110(k)(1). In addition, it should not be used to prejudge our

Adequacy Status for Transportation Conformity Purposes of
the Motor Vehicle Emissions Budgets in the San Francisco Bay
Area Ozone Attainment Plan, page 3 of 3

ultimate action on the SIP. Even when we find budgets in a SIP adequate for transportation conformity purposes, we may still later disapprove the SIP.

We have described our process for determining the adequacy of submitted SIP budgets in guidance (May 14, 1999 memo titled "Conformity Guidance on Implementation of March 2, 1999 Conformity Court Decision"). We followed this guidance in making our adequacy determination.

Date

Wayne Nastri
Regional Administrator,
Region IX



DATE: March 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>
TLC Neighborhood Capital Grant Program	Ashley Nguyen, MTC (510) 464-7809	<u>Noon, March 29, 2002</u>
Safe Routes to Schools Program	Jeff Georgevich, MTC (510) 464-7820	<u>May 2002</u>
Regional Transportation Fund for Clean Air Program	Andrea Gordon (415) 749-4940	<u>June 2002</u>
Bicycle Transportation Account	Julian Carroll, Caltrans (510) 286-6485	<u>June 2002</u>
Environmental Enhancements and Mitigation Program	Chiachi Chen, Caltrans (510) 622-5912	<u>November 2002</u>



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 planning and capital grants available for local agencies to develop and plan community-oriented transportation projects.

Funding Available: Approximately \$9 million will be available for capital projects for the nine-county Bay Area. At least 11.5% local match is required for capital projects. Funding request must be more than \$150,000 and less than \$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-SNCI.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 Caroll, Caltrans District 4, (510) 286-6485

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



FUNDING OPPORTUNITY:

Environmental Enhancements and Mitigation Program

Applications Due: November 2002

Applications and Program material will be available in Fall 2002

TO: Board Members

FROM: Robert Guerrero, STA Assistant

This summary of the 2002-03 Environmental Enhancement and Mitigation Program (EEM) is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local and state units of government.

Program Description: Grants to offset vehicular emissions for highway landscaping, resource lands, and roadside recreation.

Funding Available: \$10.0 million available statewide. A local match is not required in this program. However, projects are evaluated and given credit for other sources of cash contributions, which are included in project cost estimates and budgets.

Eligible Projects: Landscaping, acquisition, restoration or other mitigation of resource lands, and projects that provide for the acquisition and/or development of roadside recreation including parks, roadside rests, overlooks and trails.

Further Details: Grants are generally limited to \$250,000. Applications can be obtained by calling the Air Resources Board. Final decision on project approvals is expected at the July CTC meeting.

Program Contact Person: Chiachi Chen, EEM Program Coordinator, (510) 622-5912.

STA Contact Person: Robert Guerrero, STA Planning Intern, (707) 422-6491



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

Background:

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

Fiscal Impact:

None.

Recommendation:

Informational

Attachments

STA MEETING SCHEDULE (For The Calendar Year 2002)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
March 12	12:30-1:30 p.m.	Arterials, Highways, Freeways Sub.	STA Conference Room	X
March 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
March 13	10:30 a.m.	Highway 37 Groundbreaking	Guadalcanal Village near Island Way	X
March 15	1:30 p.m.	Paratransit Coordinating Council (PCC)	STA Conference Room	X
March 21	8:30 a.m.	CCTA/STA Joint Committee	Pleasant Hill	X
March 25	5:00 p.m.	Dixon Intermodal Ribbon Cutting	Downtown Dixon	X
March 27	10:30 a.m.	SolanoLinks Transit Consortium	STA Conference Room	X
March 27	1:30 p.m.	STA Technical Advisory Committee	STA Conference Room	X
March 28	6:30 p.m.	Benicia Public Input Meeting (CTP)	Benicia	X
April 1	7:00 p.m.	Suisun Public Input Meeting (CTP)	TBD	
April 3	7:00 p.m.	Vallejo Public Input Meeting (CTP)	TBD	
April 4	7:00 p.m.	Dixon Public Input Meeting (CTP)	TBD	
April 8	7:00 p.m.	Rio Vista Public Input Meeting (CTP)	TBD	
April 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
April 22-May 7	TBD	Arterials, Highways, Freeways Subcommittee Meeting	TBD	
April 22-May 7	TBD	Transit Subcommittee Meeting	TBD	
April 22-May 7	TBD	Alternative Modes Subcommittee Meeting	TBD	
April 24	10:30 a.m.	SolanoLinks Transit Consortium	STA Conference Room	X
April 24	1:30 p.m.	STA Technical Advisory Committee	STA Conference Room	X
April 25	7:00 p.m.	Fairfield Public Input Meeting (CTP)	TBD	
May 2	7:00 p.m.	Vacaville Public Input Meeting (CTP)	TBD	
May 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
May 29	10:30 a.m.	SolanoLinks Transit Consortium	STA Conference Room	X
May 29	1:30 p.m.	STA Technical Advisory Committee	STA Conference Room	X
June 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X

June 26	10:30 a.m.	SolanoLinks Transit Consortium	STA Conference Room	X
June 26	1:30 p.m.	STA Technical Advisory Committee	STA Conference Room	X
July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X