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MEETING NOTICE

May 8, 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 Spring, Vice Chair
City of Suisun City

Pierre Bidou
City of Benicia

Mary Ann Courville
City of Dixon

Karin MacMillan
City of Fairfield

Marci Coglianesse
City of Rio Vista

Rischa Slade
City of Vacaville

Dan Donahue
City of Vallejo

STA Alternates:

Barbara Kondylis

Michael Segala

Dan Smith

Gil Vega

Harry Price

Ed Woodruff

David Fleming

Pete Rey

ITEM

BOARD/STAFF PERSON

- I. 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 (6:15-6:20 p.m.)**
- 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) (6:20-6:25 p.m.) – Pg 7
- A. STA Board Minutes of April 10, 2002 –** Kim Cassidy
Recommendation: Approve STA Board Minutes of April 10, 2002 - Pg 9
- B. Draft STA TAC Minutes for April 24, 2002** Kim Cassidy
Informational - Pg 17
- C. Final FY 2002-03 Unmet Transit Needs Report** Nancy Whelan
Recommendation: Approve the STA responses to the MTC FY 2002-03 Unmet Transit Needs preliminary issues and authorize submittal to MTC - Pg 23
- D. Napa/Solano Rail Study** Dan Christians
Recommendation: Support the selection of R.L. Banks and Associates, Inc. to prepare the Napa Solano Passenger/Freight Rail Study-- Pg 29
- E. 5-Year Bicycle/Pedestrian Plan and 2002/03 TDA Article 3 Claims** Robert Guerrero
Recommendation: Approve the proposed 2002-07 5-Year Bicycle/Pedestrian Plan and draft 2002-03 TDA Article 3 claims totaling \$235,000 - Pg 31

- F. Letter of Support for Rio Vista
TLC Capital Project** Dan Christians
Recommendation: Authorize the Chair to sign letters of Support to MTC for 2002 Transportation for Livable Communities (TLC) capital applications submitted by the City of Rio Vista for Front Street, Main Street and River Gateway Enhancements Phase 2- Pg 39
- G. Authorization to Retain Consultant to Develop
SNCI Rideshare Logo and Marketing Plan** Elizabeth Richards
Recommendation: Authorize the Executive Director to retain a marketing consultant for the purposes of developing and implementing a SNCI logo, specialized programs, and marketing plan not-to-exceed \$80,000 – Pg 49
- H. Legislative Report** Janice Sells
Recommendation: Approve the recommended positions and direct staff to take action on Support on the AB 2788 (Longville) and watch on AB 2391 (Canciamila) Pg 53
- I. Approve Agenda for STA Board Retreat** Daryl Halls
Recommendation: Approve agenda for STA Board Retreat of May17, 2002 Pg 69

VIII. ACTION ITEMS - FINANCIAL

- A. Selection of Consultants,
Authorization to prepare Environmental Documents
And Project Report for North Connector Project** Dan Christians
Dale Dennis, PDMG
Recommendation: To be provided under a supplemental staff report (6:25-6:30 p.m.) – Pg 71

IX. ACTION ITEMS - NON-FINANCIAL

- A. Countywide Trails/Pedestrian Plan
Phase 1** Robert Guerrero
Recommendation: Adopt a resolution to 1.) Approve the Countywide Trails Plan – Phase 1 and 2.) Incorporate the Countywide Trails Plan – Phase 1 map and cost estimates into the Final Comprehensive Transportation Plan (6:30-6:40 p.m.) – Pg 73
- B. Revisions to Comprehensive Transportation
Plan** Dan Christians
Recommendation: Adopt the attached Resolution: 1.) Approve the Final 2002 Solano Comprehensive

Transportation Plan including all recommended revisions contained in Attachment "A" including the revised "CTP 2025 Funding Needs" table, 2.) In accordance with CEQA authorize the Executive Director to publish a Notice of Determination approving a Negative Declaration for the Plan and 3.) Authorize the Executive Director to make all final recommended edits, print and distribute copies of the Final CTP including the three related elements
(6:40-6:55 p.m.) – Pg 81

C. Formation of Local Transportation Authority for Development and Administration of Expenditure Plan for Transportation Daryl Halls
Chuck Lamoree, STA Legal Council

Recommendation:

Approve the following recommendations:

1. Creation of the Solano Transportation Improvement Authority (STIA) pursuant to Section 180050 of the Public Utilities Code as outlined in the attached resolution and forward the resolution to the Solano County Board of Supervisors and seven city councils recommending their review and approval and 2. Appoint additional participants to the Community Advisory Committee as specified in the attachment (6:55-7:10 p.m.) – Pg 93

D. Route 30/40 Transit Study

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

1.) Approve the short-term Route 30 service restructuring concept and related schedule, 2.) Request staff to address outstanding issues related to the implementation of the Route 30 restructuring, including fares, specific routing of buses, and stops in Sacramento, and prepare for public hearings and consideration by the STA Board on June 12, 2002, 3. Request staff to prepare funding plans for the longer-term alternatives for:
a.) Providing express bus service to Sacramento, b.) Addressing how the service will respond to unmet transit needs for Benicia Industrial Park, and c. Addressing transit service needs between Dixon, Vacaville and Fairfield and 4.) Incorporate and coordinate the results of the efforts above with the I-80 Corridor Transit Study recommended as a part of the Transit Element of the Comprehensive Transportation Plan
(7:10-7:20 p.m.) – Pg 103

Daryl Halls,
Nancy Whelan
Peter Martin and Tony Bruzone,
Wilbur Smith and Associates

E. Welfare To Work

Transit Study Final Report

Recommendation: *Recommend that the STA Board approve the Solano Welfare to Work Transportation Plan Final Report*

Elizabeth Richards

(7:20-7:30 p.m.) – Pg 107

X. INFORMATION ITEMS

- | | |
|--|---|
| <p>A. Highway Matrix Status Report
<i>Informational</i> (7:30-7:35 p.m.) – Pg 109</p> <p>B. Project Monitoring Update
<i>Informational</i> (7:35-7:40 p.m.) – Pg 111</p> | <p>Jennifer Tongson,
Dale Dennis,
Rob Collison</p> <p>Jennifer Tongson,
Dale Dennis</p> |
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(No Discussion Necessary)

- | | |
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| <p>C. Review Funding Opportunities
<i>Informational</i> – Pg 117</p> <p>D. Updated STA Meeting Schedule for 2002 and Acronyms List
<i>Informational</i> – Pg 127</p> | <p>Robert Guerrero</p> <p>Kim Cassidy</p> |
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XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT – Next Meeting: June 12, 2002 at 6:00 p.m., at Suisun City Hall



MEMORANDUM

DATE: April 4, 2002
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – May 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 revisions to the draft Comprehensive Transportation Plan (CTP). All seven public input meetings have been held and staff has updated the public comments. A summary of the comments is contained in your agenda packet and all of the written comments have been provided to the STA Board as a separate attachment. 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, and, of course, the STA Board and staff. I want to particularly highlight the outstanding efforts of STA staff members Dan Christians, Janice Sells and Robert Guerrero.

Included on the agenda for separate action is the adoption of the phase 1 of the Countywide Trails Plan. This plan was developed in partnership with the County of Solano's Environmental Management Agency and the recently formed Trail's Advisory Committee (TRAC). Phase 1 of the plan identifies and has assembled the existing trails and proposed trails included in the general plans of the STA's member agencies, Bay Area Ridge Trail and San Francisco Bay Trail Plan.

* **Creation of Local Transportation Authority**

Agenda item #IV.C recommends the STA forward a recommendation to the Solano County Board of Supervisors to create the Solano Transportation Improvement Authority (STIA), a Local Transportation Authority, to approve a County Transportation Expenditure Plan (CTEP) for a local sales tax. The creation of the STIA is a critical first step for placing a local sales tax measure on the November 5, 2002 ballot for transportation. On April 30, 2002, SEDCORP and the California Alliance for Jobs officially released the transportation poll they sponsored at a SEDCORP luncheon held at Jelly Belly's in Fairfield. Staff will provide copies of the poll's highlights, particularly, pertaining to individual jurisdictions, at the meeting. On April 29th, the

STA hosted the first meeting of the Community Advisory Committee (CAC) for the CTEP. The next meetings have been scheduled for May 20th and on June 17th at 12: 00 p.m. at Travis Federal Credit Union in Vacaville. This agenda item includes several proposed additional interest groups to be added to the membership of the CAC.

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

Staff will provide a recommendation to the STA Board for the consultant team for the North Connector project of the I-80/680/SR 12 Interchange under separate cover. The final interviews are scheduled for Friday, May 3.

* **Route 30/40 Transit Corridor Study**

STA staff and consultants have recently completed a short and long term study of these two particular transit routes. This study was completed in partnership with transit staff from Dixon Transit, Fairfield/Suisun Transit and Vacaville Transit. The proposed service change and schedule will help bolster the current Route 30 service in the near term using existing resources, initial limited service to Sacramento on a trial basis, and proposed a more integrated coordination between Route 30 and 40 in the long term. This study is a precursor the recommendations contained in the Transit Element of the CTP that recommends conducting a full I-80 Corridor Transit Study in the near future.

* **SolanoWorks Final Report**

Attached is the final SolanoWorks report for your consideration. I want to thank STA Board Members Rischa Slade, Marci Coglianese, Mary Ann Courville, Pierre Bidou and Board Alternate Barbara Kondylis for their participation at this meeting over the last 12 months. I also want to acknowledge the coordination efforts of the STA's Elizabeth Richards and Therese Cammarota.

* **Washington D.C. Trip for Federal Priority Projects**

I joined STA Board Members John Silva, Dan Donahue and Rischa Slade, and STA TAC member Morrie Barr, in Washington D.C. the week of April 13-17 to request 2003 Appropriations funds and TEA 3 Reauthorization earmarks for the STA's four federal priority projects. I will provide a status report at the Board meeting.

Attachment:

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

Solano Transportation Authority
Acronyms List
Updated 5/2/02

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

SACOG	Sacramento Area Council of Governments	YSAQMD	Yolo/Solano Air Quality Management District
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		
S RTP	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		

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 was 2/14/02. New bridge opening to traffic scheduled for December 2004.
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 submitted 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 released on 3/13/02 and final to be adopted on 5/08/02.
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 PCR/P applications 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 held on 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%

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. On March 13, 2002 STA Board selected consultant team and authorized preparation of environmental document and project report.
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 Bikeway 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	
		\$1,836,863		

* No funds allotted at this time



DATE: May 1, 2002
TO: STA Board
FROM: Kim Cassidy, Office Administrator/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 April 10, 2002
- B. Draft STA TAC Minutes for April 24, 2002
- C. Final FY 2002-03 Unmet Transit Needs Report
- D. Napa/Solano Rail Study
- E. 5-Year Bicycle/Pedestrian Plan and 2002/03 TDA Article 3 Claims
- F. Letter of Support for Rio Vista TLC Capital Project
- G. Authorization to Retain Consultant to Develop SNCI Rideshare Logo and Marketing Plan
- H. Legislative Report
- I. Approve Agenda for STA Board Retreat



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
April 10, 2002

I. CALL TO ORDER - CONFIRM QUORUM

Chair Silva called the regular meeting to order at 6:10 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

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

MEMBERS

ABSENT:

STAFF

PRESENT:

Daryl K. Halls	STA-Executive Director
Dan Christians	STA-Assist. Exec. Director/Director of Planning
Elizabeth Richards	STA-SNCI Program Director
Kim Cassidy	STA-Office Administrator/Clerk of the Board
Robert Guerrero	STA Associate Planner
Jennifer Tongson	STA Project Assistant
Chuck Lamoree	STA Legal Counsel

ALSO

PRESENT:

Harry Price	Board Alternate-City of Fairfield
Lenka Culik-Caro	Caltrans
Morrie Barr	City of Fairfield

Ray Chong
Gian Aggarwal
Gary Leach
Joe Story
Mike Miller
Mike Davis
James Williams
Bert Brown
Gary Cullen

City of Fairfield
City of Vacaville
City of Vallejo
DKS Associates
The Ferguson Group
Jones and Stokes
Vacaville Citizen
CH2MHill
City of Suisun City

III. APPROVAL OF AGENDA

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

On a motion by Member Bidou, and a second by Vice Chair Spering, the STA Board unanimously approved the addition of Agenda Item IX.C Request for Contra Costa Transportation Authority for Amicus Curiae Support on an Air Quality Law Suit "Bay View Hunters Community Advocates et.al.v.MTC".

IV. OPPORTUNITY FOR PUBLIC COMMENT

Jim Williams (Vacaville Citizen) expressed concern about combining the open space and transportation planning efforts.

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- Draft Comprehensive Transportation Plan and Public Input Meetings
- Development of Transportation Expenditure Plan
- I-80/680/SR12 and North Connector Consultants
- STA's New Model
- Phase One of the Trails Plan
- A Third Commuter Rail Study
- Federal Priority Projects
- STA Staffing Update
- Preliminary Itinerary for Washington D.C. Lobbyist trip

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

STA: Mike Miller (The Ferguson Group) provided an update on the itinerary for the Washington D.C. lobbyist trip. He noted the schedule is being finalized.

Daryl Halls noted a meeting is being scheduled for the Cordelia Truck Scale study and has been scheduled for the Highway 37 Ribbon Cutting Event.

Caltrans:

Lenka Culik-Caro reported on progress of the Jamieson Canyon widening project, seismic retrofit of the Benicia Bridge, Red Top Slide repair and the I-80/680/SR 12 west Truck-Climbing Lane project.

MTC: None

VII. CONSENT CALENDAR

On a motion by Member Donahue, and a second by Member Coglianesse, the consent calendar items were approved in one motion. Members Slade and MacMillan abstained from vote on Item VII.A (Approve STA Board Minutes of March 13, 2002).

- A. Approve STA Board Minutes of March 13, 2002**
Recommendation: Approve STA Board Minutes of March 13, 2002
- B. Approve Draft STA TAC Minutes for March 27, 2002**
- C. TIP Amendment for City of Dixon Downtown Project Streetscape**
Recommendation: Approve the TIP Amendment to modify the description of the Downtown Dixon Streetscape project from "SR113 between A Street and B Street" to "West B Street and North Jackson Street between SR 113 and West A Street".
- D. Caltrans PSR Requests**
Recommendation: Authorize the Executive Director to submit a letter to MTC and Caltrans to: 1.) Defer additional requests for any new Caltrans-prepared PSR's pending the completion of the Cordelia Truck Scales Relocation/Reconstruction Study, the I-80 HOV PSR-PDS and additional segments of the I-80/680/780 Corridor Study; and 2.) Request Caltrans oversight only for the Cordelia Truck Scales (STA), Lower Lagoon Valley Interchanges (City of Vacaville) and Hiddenbrooke/American Canyon/I-80 Overcrossing (City of Vallejo) with each of the project sponsors preparing the PSR documents.
- E. Fairfield/Suisun Transit STAF Request for CNG Bus Conversion**
Recommendation: Approve an allocation of \$271,000 of State Transit Assistance Fund (STAF) to convert two buses used for Route 30 service from diesel to Compressed Natural Gas (CNG) and increase the size of the CNG fueling station.
- G. 2002/03 TFCA Program Manager Funds**
Recommendation: Adopt a resolution approving the proposed list of projects for the FY 2002-03 Solano Transportation Fund for Clean Air Program.
- H. Support for Solano County Regional TLC Projects**
Recommendation: Authorize the STA Chair to sign letters of support to MTC for 2002 Transportation for Livable Communities (TLC) capital applications submitted by the City of Fairfield for the Fairfield/Vacaville Train Station and City of Suisun City for the Main Street (Phase 2)/Driftwood Drive streetscape projects.
- I. Contract amendments for Federal Lobbyist - The Ferguson Group**
Recommendation: Authorize the Executive Director to enter into Amendment No. 1

with the Ferguson Group for Federal Lobbyist service in partnership with the cities of Fairfield, Vacaville and Vallejo for \$6,000 (\$1,500 each agency) per month or a total of \$72,000 per year.

J. Contract Amendment 2 for Transit and Funding Consultants – Nancy Whelan Consulting

Recommendation: Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Management/Funding Consultant services for an amount not to exceed \$30,000 for a nine-month period extending to December 31, 2002.

VIII. ACTION ITEMS: FINANCIAL

A. Multi-Modal Travel Demand Model Consultant Selection

Dan Christians reviewed the TAC Modeling Subcommittee's recommendation of DKS Associates as the consultant firm to develop a multi-regional, multi-modal travel demand.

Joe Story (DKS Associates) highlighted the proposed process to develop the new Countywide Multi Modal Travel Demand Model, summarized forecasting needs, travel related surveys and workflow.

Daryl Halls noted the benefits of STA developing a multi-modal model.

Recommendation: Authorize the Executive Director to finalize a scope of work and enter into a contract with DKS Associates to prepare a new Multi-Modal Travel Demand Model for an amount not to exceed \$350,000.

On a motion by Member Bidou, and a second by Member Slade, the Board unanimously approved this recommendation.

B. Dixon-Auburn Commuter Rail Feasibility Study

Dan Christians summarized the two-step process for potential service, which include, modeling and feasibility analysis.

Recommendation: 1.) Authorize the Executive Director to enter into a revised MOU with the Yolo County Transportation District, Sacramento Regional Transit and the Placer County Transportation Planning Agency; and 2.) Recommend that \$60,000 be budgeted in the STA Budget for 2002-03 modeling and a feasibility study for potential commuter rail service between Dixon, Davis, Sacramento and Auburn using State Transit Assistance Funds (STAF).

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

C. Development of Expenditure Plan for Transportation

Daryl Halls summarized the series of recommendations developed by the Local Funding Subcommittee and the Management Committee's schedule, processes and specifics for development of the expenditure plan.

Vice Chair Spring explained the structure of the LTA, issues and encouraged moving forward with development of the Expenditure Plan.

Member MacMillan requested public meetings and publication requirements be specified as part of the establishment of the LTA.

Recommendation: Approve the following: 1.) Recommendation by the Local Funding Subcommittee to establish a Local Transportation Authority to develop and administer County Transportation Expenditure Plan and authorize the Executive Director to work with the Local Funding Subcommittee to create an LTA ordinance for review and approval by the STA Board, Solano Mayor's Conference and Solano County Board of Supervisors, 2.) Authorize the Executive Director to enter into a sole source contract with Jones & Stokes, Inc. for an amount not to exceed \$110,000 to prepare a Programmatic Environmental Impact Report for the County Transportation Expenditure Plan, 3.) Authorize the Executive Director to retain a public information/marketing firm to assist the STA in developing the necessary public information materials to support the development of the Transportation Expenditure Plan for an amount not to exceed \$50,000 in funding from the STA's 2002/03 budget, 4.) Authorize the STA to retain Bob Grandy and Associates to assist in the development of the Transportation Expenditure Plan for an amount not to exceed \$10,000 and 5.) Approve revised membership of the STA's Community Advisory Committee for the County Transportation Expenditure Plan.

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

IX ACTION ITEMS – NON-FINANCIAL

A. Legislative Report

Daryl Halls identified the STA Board's support position on AB 2535 (Diaz) and oppose position SB 1262. He also provided an update on activity and adopted positions on State Legislation SJR 36 (Murray) and Federal Legislation HR 3694 (Young), S 1917 and Support on S 1991 (Hollings).

Recommendation: Approve recommended positions and direct STA staff to take appropriate action on the following: 1. Support on AB 2535 (Diaz), 2. Oppose on SB 1262, 3. Support on SJR 36, HR 3694 and S 1917 and 4.) Support on S 1991

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

B. STA Board Retreat on May 17, 2002

Daryl Halls summarized discussion points to be addressed at the May 17, 2002 STA Board Retreat. He noted a final agenda will be presented at the STA Board meeting of May 8, 2002.

Recommendation: 1.) Approve setting date, time and location for special STA Board retreat for May 17 at 9:00 a.m. – 3:00 p.m. at Hiddenbrooke in Vallejo and 2.) Designate Executive Committee to work with staff to develop meeting agenda and specifics for Board consideration on May 8, 2002

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

C. Request from Contra Costa Transportation Authority for Amicus Curiae Support on an Air Quality Law Suit “Bay View Hunters Community Advocates et. Al. v. MTC”

Chuck Lamoree (STA Legal Council) reviewed the plaintiff’s suit against MTC and explained the brief that would support the Metropolitan Transportation Commission (MTC) in the lawsuit with Bay View Hunters Point Community Advocates et. al.

Daryl Halls discussed the potential funding implications on transit and priority projects in Solano County.

Recommendation: Approve the STA supporting any Amicus brief that may be filed on MTC’s behalf pertaining to this issue and authorize the Executive Director to submit written testimony and exhibits substantiating the impacts an injunction could have on the STA’s transportation plans and projects

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

X. INFORMATION ITEMS: (Discussion Necessary)

A. MTC’s Regional TransLink Customer Program and Bike to Work Week Promotions

Elizabeth Richards provided an update on the Vanpool promotion (3-15-02 through 4-30-02), the Bike to Work campaign (5-13-02 through 5-17-02), and noted MTC’s TransLink Project was being updated.

B. Draft Countywide Trails/Pedestrian Plan Phase 1

Randy Anderson, Landpeople, summarized the Vision Statement, project phases, Phase 1 Study steps, policy guidelines, Phase 2 Plans and Phase 3 phase planning,

phasing and funding strategy.

Daryl Halls acknowledged the contributions and partnership with Solano County's Environmental Management Agency.

**C. Solano Comprehensive Transportation Plan (CTP)
Status Report**

Dan Christians presented a Comprehensive Transportation Plan status report and requested comments from member agencies by the April 24, 2002 TAC meeting and that recommendations, plan changes and adjustments will be presented at the May 8 STA Board meeting. He also noted that public input is due by May 1, 2002.

D. MTC's Regional Policies Discussion

Daryl Halls summarized the list of issues, policies, programs, priorities and funding under discussion and reviewed the collaborative process of all entities.

(No Discussion Necessary)

- E. Unmet Transit Needs Report**
- F. Project Monitoring Update**
- G. Review Funding Opportunities**
- H. Update STA Meeting Schedule for 2002 and
Acronyms List**

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:25 p.m. The next meeting is scheduled for May 8, 2002 at 6:00 p.m., at Suisun City Hall.



TECHNICAL ADVISORY COMMITTEE
Draft Minutes of the meeting of
April 24, 2002

1. CALL TO ORDER

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

TAC Members Present:

Michael Throne	City of Benicia
Janet Koster	City of Dixon
Ron Hurlbut	City of Fairfield
Dave Melilli	City of Rio Vista
Mike Duncan	City of Suisun City
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Charlie Jones, Jr.	County of Solano

Others Present:

Morrie Barr	City of Fairfield
Ray Chong	City of Fairfield
Julie Pappa	City of Suisun City
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Paul Wiese	County of Solano
Daryl Halls	STA
Dan Christians	STA
Janice Sells	STA
Kim Cassidy	STA
Robert Guerrero	STA
Cameron Oakes	Caltrans
Ren Bates	Landpeople

II. OPPORTUNITY FOR PUBLIC COMMENT

Dave Melilli inquired about the results of the Comprehensive Transportation Plan public input meetings. Dan Christians provided a brief status report.

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans - None

MTC - None

STA - None

IV. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of March 27, 2002
- B. Funding Opportunities
- C. Updated STA Meeting Schedule for 2002
- D. Final FY 2002-03
Unmet Transit Needs Report
Recommendation: Forward a recommendation to the STA Board to approve STA responses to the MTC FY 2002-03 Unmet Transit Needs preliminary issues and authorize submittal to MTC
- E. Napa/Solano Rail Study
Recommendation: Forward a recommendation to the STA and NCTPA Boards to select R.L. Banks and Associates, Inc. to prepare the Napa Solano Passenger/Freight Rail Study
- F. 5-Year Bicycle/Pedestrian Plan and
2002/03 TDA Article 3 Claims
Recommendation: Forward a recommendation to the STA Board to approve the proposed 2002-07 5-Year Bicycle/Pedestrian Plan and draft 2002-03 TDA Article 3 claims totaling \$235,000

On a motion by Dave Melilli, and a second by Janet Koster, the STA TAC unanimously approved the consent calendar with Minutes of March 27 as amended.

V. ACTION ITEMS

A. Countywide Trails/Pedestrian Plan Phase 1

Randy Anderson (Landpeople) presented a final update of the Countywide Trails/Pedestrian Plan. He noted the overall trail system status, fiscal impact, existing trails and planned trails at a regional level.

Recommendation: 1.) Forward a recommendation to the STA Board to approve the Countywide Trails Plan – Phase 1 and 2.) Recommend the STA Board incorporate the

Countywide Trails Plan – Phase 1 map and cost estimates into the Final Comprehensive Transportation Plan

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

B. Revisions to Comprehensive Transportation Plan

Dan Christians reviewed the Summary of Comments and the Comprehensive Transportation Plan 2025 Funding Needs. Additions were noted and discussion was held.

Recommendation: Forward a recommendation to the STA to: 1.) Adopt the attached draft Resolution approving the Final Solano Comprehensive Transportation Plan including all recommended revisions contained in Attachment “A”, and 2.) In accordance with CEQA, authorize the Executive Director to publish a Notice of Determination approving a Negative Declaration for the Plan *with additional comments included from the Public Input meetings.*

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

C. Route 30/40 Transit Study

Nancy Whelan reviewed the survey of patronage on Intercity Route 30. And noted a subsequent meeting was held that identified needs and made additional recommendations. She noted Service Design Policies, Short Term Recommendations and Longer Term Alternatives. Sample schedules were provided and reviewed.

Recommendation: Forward a recommendation to the STA Board to: 1.) Approve the short-term Route 30 service-restructuring concept and related schedule, 2.) Request staff to address outstanding issues related to the implementation of the Route 30 restructuring, including fares, specific routing of buses, and stops in Sacramento, and prepare for public hearings and consideration by the STA Board in June 2002, and 3.) Request staff to prepare funding plans for the following longer-term alternatives: *A. Provide Express Bus service to Sacramento, B. Address unmet needs to Benicia Industrial Park, C. Address transit services between I-80 from Vacaville to Dixon and 4. Coordinate these results as part of the I-80 Corridor Study.*

On a motion by Ron Hurlbut, and a second by Dale Pfeiffer, the STA TAC approved the recommendation, which incorporates the SolanoLinks Transit Consortium requests regarding future elements.

D. Welfare To Work Transit Study Final Report

Elizabeth Richards summarized establishment of the SolanoWorks Transit Advisory Committee. She reviewed the Advisory Committee’s Technical Memo #3 which

describes programs specifically developed for SolanoWorks participants and the 10 top priority strategies that were identified in the planning process.

Recommendation: Forward a recommendation to the STA Board to approve the Solano Welfare to Work Transportation Study Final Report

On a motion by Ron Hurlbut, and a second by Dave Melilli, the STA TAC approved the recommendation.

E. Legislative Report

Janice Sells provided an update on activity and adopted positions on State Legislation SB 1243 (Torlakson), AB 2391 (Canciamila) and AB 2788 (Longville)

Recommendation: Forward the recommended positions to the STA Board of Directors as follows: 1.) Watch on AB 2391 (Canciamila) and 2.) Support on AB 2788 (Longville)

On a motion by Ron Hurlbut, and a second by Dave Melilli, the STA TAC approved the recommendation.

VI. INFORMATION ITEMS

A. Development of Expenditure Plan

Daryl Halls reviewed the preliminary schedule and process to guide development of the Expenditure Plan. He noted STA staff will provide an overview of the Expenditure Plan's development and will provide opportunities for the STA TAC and Consortium to review at a future meeting. The TAC requested a special TAC meeting be scheduled on May 9th to discuss the plan.

B. MTC's Regional Policy

Daryl Halls reviewed the summary policies. Discussion was held on the six regional issues including: 100% transit capital shortfall, Lifeline Transit, Proposition 42 Implementation, TEA 21 Reauthorization, Revisiting of SB 45 and Air Quality Conformity.

C. Project Monitoring Update

Jennifer Tongson presented a status update on federal Cycle 2 (non-STIP) projects with an obligation deadline of September 30, 2002. She noted all 1998 and 2000 STIP projects, except the Rio Vista Main Street Project and the S.R. 37 Phase 3 Interchange Project have been allocated.

She noted MTC has requested that project sponsors review and edit the draft listing of the 2003 TIP prior to 2001 TIP expiration.

D. Highway Matrix Status Report

Jennifer Tongson presented an update of the Highway Projects matrix for Solano County.

VII. ADJOURNMENT

The meeting was adjourned at approximately 3:15 p.m. The next regular meeting is scheduled for Wednesday, May 29, 2002 at 1:30 p.m. A special meeting is scheduled for May 9, 2002.



DATE: May 1, 2002
TO: STA Board
FROM: Nancy Whelan, Nancy Whelan Consulting
RE: Final FY 2002-03
Unmet Transit Needs Report

Background:

On November 7, 2001, MTC conducted an unmet transit needs hearing in Solano County. MTC staff reviewed the results of the hearing and related correspondence and summarized the issues identified from the public participation process in a letter to STA dated January 24, 2002. A copy of MTC's letter regarding the unmet transit needs issues is attached.

In its January 24, 2002 letter MTC requests that responses include substantive information supporting one of the following for each issue:

1. That an issue has been addressed through recent changes in service; or
2. That an issue will be addressed by changes in service planned to take place during fiscal year 2001-02; or
3. That the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. That an issue has not been addressed through recent or planned service changes, nor recently studied.

At the February meeting of the SolanoLinks Consortium, staff presented the results of the unmet transit needs hearing for Solano County. Partner entities responsible for addressing each of the 15 preliminary issues were identified and drafted responses for STA to compile. The Consortium and the STA Board reviewed the draft responses at their March and April meetings. The final responses are shown in the attached matrix.

Discussion:

STA must provide its response to MTC by May 10, 2002. This due date represents an extension from the original due date in March. MTC will present its staff recommendation to the Programming and Allocations Committee in June. The results of the Unmet Needs process will impact the FY 2002-03 TDA fund allocations for streets and roads purposes.

During the STA's review of the issues raised in the Unmet Transit Needs Hearing process, MTC staff suggested that the cities respond in writing directly to the individual comments submitted. That suggestion has been forwarded to the cities.

Recommendation:

Approve the STA responses to the MTC FY 2002-03 Unmet Transit Needs preliminary issues and authorize submittal to MTC.

Attachments

**MTC Fiscal Year 2002-03 Unmet Transit Needs Process
Solano County**

Responses to Preliminary Issues

	ISSUE	RESPONSIBLE ENTITY	RESPONSE TO ISSUE
1	Vallejo Transit needs to have Sunday runs.	Vallejo	This has been and continues to be a recognized goal; however, funding is not available. Other (more productive) service would have to be cut in order to fund Sunday service. Therefore, this service request is not reasonable. (#3)
2	Napa Transit/Fairfield Transit needs to have Napa-Fairfield run on I-12 to accommodate passengers.	Fairfield	Fairfield Suisun Transit is not aware of any demand for such service. If any demand exists, it is likely to be lower than the demand to accommodate immediate local transit needs, and would require further study by the two counties. (#3)
3	Fairfield needs to increase level of Paratransit service (vans, drivers, etc.) and eliminate service.	Fairfield	Fairfield Suisun Transit is increasing the number of service hours provided beginning in April 2002 with the addition of new vehicles. (#2)
4	Need for a ferry stop in downtown Benicia.	Vallejo/Benicia	Benicia has studied the potential for a ferry stop in downtown Benicia and estimated capital costs for ferries and a ferry terminal to be \$32 million and annual operating subsidy requirements to be approximately \$1 million. Funding is not available at present for such improvements or the operating subsidy required. (#3) However, an I-780 express bus service from downtown Benicia to the Vallejo ferry terminal is currently being studied by Benicia and Vallejo. This express service would reduce the travel time required to access Baylink ferry service. Funding opportunities for this service are under study. (#2)
5	Need for an Amtrak stop somewhere near the Benicia Bridge.	Benicia	The City of Benicia has undertaken extensive study and chosen Milepost 38 on the Union Pacific Railroad line as the most viable spot for a rail station. The development of the \$23.7 million project is supported by the City's commitment of \$1.3 million. Additionally, based on the results of its Rail Implementation study, STA has identified this site as the second Capitol Corridor station for development in the County (following the Fairfield/Vacaville site) and has committed \$1.2 million in RTIP funds to the project. Funding opportunities beyond these commitments are under study. (#2)

25

6	Need for public transportation from Benicia to the Vallejo Ferry Terminal.	Vallejo/Benicia	Benicia Transit has provided such service since August 2001 at the rate of 13 round trips per day. When an I-780 express bus service supported by MTC is developed between Benicia and Vallejo, this request can be addressed. (#2)
7	Need for vanpool(s) from Rio Vista to Fairfield.	STA-SNCI	Lack of transportation between Rio Vista and Fairfield was identified as a key issue in the Solano Welfare to Work Transportation Study completed in March 2002. Various options including vanpools and/or small buses are strategies that will be further studied after being identified as priority projects through this study. Details and potential funding opportunities are being analyzed (#2)
8	Need for scheduled bus service between Rio Vista and Fairfield.	STA-SNCI	Same as number 7 above. Additionally, transit service in this corridor is addressed in the Transit Element of the Comprehensive Transportation Plan.
9	Fairfield needs extended hours for bus service.	Fairfield	Results of various studies have indicated that there is insufficient general public demand for such service. (#3) Fairfield Suisun Transit is working with the STA, County and its Welfare to Work programs to develop a subscription service using Paratransit vans at night and on weekends to meet the special needs of this population. This service is subject to Welfare to Work grant funding.
10	Need for extended ferry bus service in Vallejo to accommodate swing and late night workers.	Vallejo	Currently all financial resources are used to provide the current schedules. Funding is not available for more trips; therefore, the request is not reasonable. (#3)
11	Need to add an express commuter bus run between (Northern) Solano County and Sacramento, possibly via a connection with Yolo bus.	STA/Fairfield/ Dixon	As a part of the Comprehensive Transit Plan, STA and its partner agencies will be considering a recommendation to extend the existing FST Route 30 service to Sacramento. Near term, the proposed service will be provided within existing resources by reducing the total number of bus runs from four to three per day. A survey of existing ridership indicates that the proposed service change would improve productivity of this route. The proposed service change would be demonstrated at the end of FY 2001-02 or the beginning of FY 2002-03. A longer term strategy is being considered where Route 30 and Route 40 are combined to provide express service to Sacramento. (#2)
12	Need for bus service between Solano County, Davis and Sacramento (at least on an experimental basis).	STA/Fairfield/ Dixon	See response to Issue 11.

13	Addition of at least one more bus run to the afternoon schedule (especially between 4:00 to 5:30) on the 90/91 routes.	Vallejo	Same as #10 above (#3).
14	Need for a bus shelter and for a clean up of the area around the bus stop on Courage Street in Fairfield.	Fairfield	A bus shelter was installed on the County Human Services property on Courage Street approximately one year ago. Cleaning around the shelter is performed as a part of routine maintenance. (#1)
15	The following problems with Fairfield transportation facilities need to be addressed: a) Buses breaking down on a regular basis b) Buses that are continually late.	Fairfield	According to comparative data, maintenance breakdowns of the fixed route buses are not in excess of industry standards. Several programs are in progress to reduce the average age of the bus fleet, and thereby improve service reliability. Rehabilitation and repower of 8 buses will be complete by April 2002 and 8 new fixed route buses for local service will be introduced by July 2002. These new and rehabilitated buses improve the performance of the system. (#2)



DATE: May 1, 2002
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director for Planning
RE: Napa/Solano Rail Study

Background:

Seven proposals were submitted to NCTPA and the STA to conduct the Napa Solano Rail Study. An interview panel consisting of staff members from Solano and Napa cities and counties interviewed four firms on March 28, 2002 including:

R.L. Banks
Korve Engineering
IBI
Booz Allen Hamilton

The results of both the paper proposal assessment and the oral interview scores were submitted to the Executive Directors of the Napa County Transportation Planning Agency (NCTPA) and the STA. Both R.L. Banks and Korve did very well in the interviews and written proposals. Given that the top two were very close and had actually switched order during the evaluation of the written and verbal presentations, the NCTPA and STA staff decided it was too close to call and conducted a second oral interview with the top two firms. Based on the second interview, R.L. Banks and Associates, Inc. was selected to prepare the Napa Solano Passenger/Freight Rail Study. On April 17, 2002, the NCTPA Board authorized a contract with R.L. Banks and Associates to conduct this rail feasibility analysis. The STA Board previously approved a financial contribution of \$125,000 of State Transit Assistance and TDA funds for this study.

On April 24, the STA TAC forwarded a recommendation to the STA and NCTPA Boards to endorse the selection of R.L. Banks and Associates, Inc. to conduct the study.

Discussion:

After thoroughly reviewing the results of the second oral interview, and after conducting more detailed references checks, a decision was made to select R.L. Banks of Tiburon, CA and Washington D.C. to conduct the study.

R.L. Banks has 45 years of nationwide railroad experience and is a multi-disciplinary transportation-consulting firm. The firm has prepared feasibility studies for six out of seven of

the last major “New Rail Starts” projects in the United States. It was determined that R.L. Banks had the most substantial rail experience, with particular expertise in rail feasibility studies, rail freight studies, and knowledge of rail equipment.

Recommendation:

Support the selection of R.L. Banks and Associates, Inc. to prepare the Napa Solano Passenger/Freight Rail Study.



DATE: May 1, 2002
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: 5-Year Bicycle/Pedestrian Plan and
2002/03 TDA Article 3 Claims

Background:

The BAC annually updates the previous 5-Year Bicycle/Pedestrian Plan and reviews draft claims of applicants from the first year of the next plan. MTC makes available approximately \$230,000 of new TDA Article 3 funds each year to Solano jurisdictions. This represents 2% off-the-top of the approximate total of \$11 million of TDA funds available for Solano cities and county. The TDA Article 3 fund balance for FY 2002-03 is \$247,970, which includes carry over and new TDA funds.

Discussion:

In January the BAC issued a "Call for Projects" for the new 2002-07 5-Year Bicycle/Pedestrian Plan and 2002-03 TDA Article 3 claims. The following is a summary of projects for each category:

2002-2007 5-Year Bicycle/Pedestrian Plan

- 1) Solano County Environmental Management Agency- Request to include the Solano Countywide Trails Plan (Phase 3) for \$20,000 in TDA Article 3 funding for each of the next two fiscal years (2002-2003 and 2003-2004) for a total of \$40,000.
- 2) City of Fairfield- Request for \$60,093 in fiscal year 2006-2007 to design and construct enhancements for the City of Fairfield's Linear Park Trail between Union Avenue and North Texas Street.
- 3) Solano County Transportation Department- Request for \$150,000 in TDA Article 3 funding in fiscal year 2006-07 to improve portions of Pitt School Road or Hawkins Road to Class II bike lane standards for the proposed Vacaville/Dixon Bike Route.

The City of Suisun City also requested consideration for additional TDA Article 3 funding if the Central Solano Bikeway project (to be built along S.R. 12) falls short of the estimated construction cost (currently estimated at about \$1.4 million) if there are available TDA Article 3

funds to accommodate any shortfalls. At this time, there are very little uncommitted TDA Article 3 funds available for 2002/03 or 2003/04 (i.e. only about \$11,000).

2002-03 TDA Article 3 Claims

In accordance with the proposed updated 5 year Bicycle/Pedestrian Plan, the following TDA Article 3 claims are being submitted for 2002-03:

- 1) City of Benicia- \$85,000 claim for Rose Drive - State Park Road Bicycle/ Pedestrian project over I-780.
- 2) Solano County Transportation Department- \$80,000 claim to improve Pleasants Valley Road for Class II bike lanes from Cherry Glen Road to about 0.5 mile north of Foothill Road.
- 3) City of Vacaville- \$50,000 claim for a Class 1 bike path along Alamo Creek from Alamo Drive at Davis Street to Marshall Road near California Drive.
- 4) Solano County Environmental Management Agency - \$20,000 claim for Solano Countywide Trails Plan- Phase 3.

Attached are the proposed 5-Year Bicycle/Pedestrian Plan and the draft TDA Article 3 Claim project application forms submitted by the City of Benicia, Solano County Transportation Department, the City of Vacaville, and Solano County Environmental Management Agency.

The BAC and the TAC reviewed the requests in April and unanimously agreed to forward a recommendation to the STA Board.

Fiscal Impact:

None to the STA General Fund.

Recommendation:

Approve the proposed 2002-07 5-Year Bicycle/Pedestrian Plan and draft 2002-03 TDA Article 3 claims totaling \$235,000.

Attachments

RESOLUTION 2002-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING A BICYCLE PLAN/PEDESTRIAN FUNDING PLAN FOR 2002-
2006 AND APPROVING THE FILING OF TDA ARTICLE 3 CLAIMS FOR
2002-03**

WHEREAS, the Transportation Development Act (TDA) Article 3 provides for the disbursement of funds from the Local Transportation Fund (LTF) of the County of Solano for the eligible recipients for the purpose of providing bicycle and pedestrian projects; and

WHEREAS, the attached revised 5-Year Solano Bicycle/Pedestrian Plan (2002-2007) has been available for public review; and

WHEREAS, approximately \$230,000 of new TDA Article 3 funding is estimated every year for the next five years; and

WHEREAS, \$247,970 of carryover and new TDA Article 3 funding is available for FY 2002-03; and

NOW, THEREFORE, BE IT RESOLVED That the Solano Transportation Authority (STA) approves the attached 5-year Bicycle/Pedestrian Plan for 2002-2007.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the STA authorized the filing of \$235,000 of TDA Article 3 Claims for the year 2002-03 of the 5 year Funding Plan including \$85,000 for the City of Benicia Class 1 bike/pedestrian route for Rose Dr. State Park Road Bicycle/ Pedestrian project across I-780; \$80,000 for the Solano County Transportation Department to improve Pleasants Valley Road for Class II bike lanes from Cherry Glen Road to about 0.5 mile north of Foothill Road; \$50,000 for the City of Vacaville to construct a Class 1 bike path along Alamo Creek from Alamo Drive at Davis Street to Marshall Road near California Drive; \$20,000 for the Solano County Environmental Management Agency for Solano Countywide Trails Plan- Phase 3.

John Silva
Chair
Solano Board of Supervisors, District 2

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed and adopted by said STA at a regular meeting thereof held this 8th day of May, 2002.

Daryl K. Halls
Executive Director

5-Year Solano Bicycle/Pedestrian Plan (2002-2007)

Project Sponsor	Project	Total Project	TDA Request	Recommend.	Est. Running Balance	Comments
2001-02 SUBTOTAL		829,500	244,500	244,500	16,407	
Year 1 (2002-2003)					\$247,970	\$231,563 of est. MTC funds plus carryover.
1. Benicia	Construct bike bridge from Columbus Parkway/ Rose Dr. across I-789 to Benicia	\$845,000	\$85,000	\$85,000	\$162,970	Applicant is applying for additional funding. Requested to remain on 5-year plan and requested additional funds in 2003.
2. Co. of Solano	Widen Pleasants Valley Road with Class 2 bike lanes	\$1,278,000	\$80,000	\$80,000	\$82,970	BAC supported portion of request
3. City of Vacaville	Alamo Creek Class 1 Bike Path (Alamo Drive to Marshall Road)	\$621,500	\$50,000	\$50,000	\$32,970	BAC supported portion of request
4. Solano County Department of Environmental Management	Countywide Trails Plan (Phase 3)	\$40,000	\$20,000	\$20,000	\$12,970	
SUBTOTAL	Subtotal	\$2,123,000	\$235,000	\$235,000	\$12,970	
Year 2 (2003-2004)					\$242,970	\$230,000 of est. MTC funds plus carryover.
1. City of Benicia	Construct improvements to Park Road to provide access to the bike route on the new Benicia-Martinez Bridge span	\$345,660	\$160,000	\$160,000	\$82,970	Based on request from City of Benicia and So. County Bicycle Plan Update.
3. Co. of Solano	Class 2 bike lanes to complete Phase 4 or 5 of Dixon-davis Bike Route, Tremont Rd. to Old davis Road		\$51,500	\$51,500	\$31,470	
4. Solano County Department of Environmental Management	Countywide Trails Plan (Phase 3)	\$40,000	\$20,000	\$20,000	\$11,470	
SUBTOTAL	Subtotal	\$385,660	\$231,500	\$231,500	\$11,470	
Year 3 (2004-2005)					\$241,470	\$230,000 of est. MTC funds plus carryover.
1. City of Vacaville	Construct Ulatis Creek Class 1 Bike Path (Allison Dr. to I-80)		\$75,000	\$62,000	\$179,470	Proposed in letter dated January 5, 2006
2. City of Vacaville	Construct Ulatis Creek Class 1 Bike Path (Allison Dr. to Nut Tree Road)		\$75,000	\$62,000	\$117,470	Proposed in letter dated January 5, 2006
3. Co. of Solano	Replace Suisun Valley Road Bridge at Suisun Creek to incorporate Class II shoulders and handrailling for bicyclists (Bridge No. 23C-77)	\$1,400,000	\$82,400	\$76,000	\$41,470	Project has been delayed because of environmental clearances
SUBTOTAL	Subtotal	\$1,400,000	\$232,400	\$200,000	\$41,470	
Year 4 (2005-2006)					\$271,470	\$230,000 MTC estimate plus any balance from previous year
1. Co. of Solano	Winters Railroad Bridge over Putah Creek	\$2,000,000	\$150,000	\$150,000	\$121,470	These TDA Article 3 funds are intended to help a local match to other state or federal discretionary to be pursued by applicant.
2. City of Fairfield	Construct Class I Fairfield Linear Park and related enhancements (landscaping, lighting, amenities) located between Union Avenue and Air Base Parkway	\$1,400,000	\$1,400,000	\$79,907	\$41,563	These TDA Article 3 funds are intended to help a local match to other state or federal discretionary to be pursued by applicant.
			\$140,000			
SUBTOTAL	Subtotal	\$3,400,000	\$1,690,000	\$229,907	\$41,563	
Year 5 (2006-2007)					\$271,563	\$230,000 MTC estimate plus any balance from
City of Fairfield	Class I Linear Park Trail- design and construction of enhancements (landscaping, lighting, amenities, etc.) for the Linear Park Trail between Union Avenue and North Texas Street.	1,400,000	\$60,093	\$60,093	\$211,470	Applicant requested additional funding for the Linear Project for a total of \$140,000. Letter dated Jan. 7th 2002.
Solano County	Vacaville-Dixon Bike Route (Phase I)		\$150,000	\$150,000	\$61,470	Applicant request dated 2/15/02
SUBTOTAL	Subtotal	\$1,400,000	\$210,093	\$210,093	\$61,470	

abc
TDA Art.3-5yr01-06.Revised.xls
04/09/2002

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2002 - 2003 Applicant: CITY OF BENICIA

Contact person: Michael Throne

E-Mail Address: Mthrone@ci.benicia.ca.us Telephone: (707)746-4240

Secondary Contact (in event primary not available) Daniel Schiada

E-Mail Address: Dschiada@ci.benicia.ca.us Telephone: (707) 746-4240

Short Title Description of Project: State Park Road Bike/Ped Bridge Project

Amount of claim: \$85,000

Functional Description of Project:
 (Refer to attachment) \$85,000 requested will be for preliminary engineering, environmental, submittal of grant application and acquisition/preparation of necessary permits for this project.

Financial Plan:
 Below, please list project components being applied for such as planning, engineering right-of-way, construction, contingence etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project include prior and proposed funding sources for other segments.

Project Components:

Design Engineering/ Environmental/Permits - \$85,000
Final Design (Plans, Specs) - \$110,000
Construction - \$650,000

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$ 85,000			\$85,000
List all other sources:					
Grant Funds				\$760,000	\$760,000
Totals		\$85,000			\$845,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," use the next page to provide the approximate date approval is anticipated)	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page	No
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm)	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," use the next page to provide a sound explanation)	YES
E. Has the public availability of the environmental compliance documentation for the project pursuant to CEQA been evidenced by the dated stamping of the document by the county clerk or county recorder?	NO
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) June 2005	YES* *if grant funding is approve June 2005
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to	No

APPLICATION DOCUMENTS: TDA ARTICLE 3

BICYCLE/PEDESTRIAN PROJECTS

Fiscal Year: 2002-2003 Applicant: Solano County Transportation Department
 Contact person: Paul Wiese
 E-Mail Address: pwiese@solanocounty.com Telephone: (707) 421-6072
 Secondary Contact in case primary not available: Leo Flores
 E-Mail Address: lflores@solanocounty.com Telephone: (707) 421-6073
 Name of Project: Pleasants Valley Road Improvement Project
 Amount of claim: \$80,000

Specific Project Description: Improve Pleasants Valley Road to 32 feet in paved width including constructing four foot paved shoulders suitable for a Class II bike lane on each side, from Cherry Glen Road to about 0.5 miles north of Foothill Road.

Financial Plan: Below, please list project components being applied for such as planning, engineering, right-of-way, construction, contingencies, etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project, include prior and proposed funding sources for other segments.

Project Components: Engineering and environmental clearance (\$130,000); right of way (\$60,000);
construction and construction engineering (\$1,088,000)

<u>Funding:</u>	<u>Prior Year</u>	<u>Application Year</u>	<u>2nd Year</u>	<u>3rd Year</u>	<u>Total Cost</u>
TDA Article 3		\$80,000			\$80,000
Federal (STP)	\$40,000	\$1,091,000			\$1,131,000
County	\$10,000	\$57,000			\$67,000
Total	\$50,000	\$1,228,000			\$1,278,000

- I. Project Eligibility (If no, give approximate date of completion in comments.) YES NO
- A. Is the project approved by the governing agency (City Council or Board of Supervisors)? X
- B. Has this project previously received any TDA Article 3 funding? If so, please explain below: X
- C. If a bikeway, does the project meet Caltrans' mandatory minimum safety design criteria? N/A
 (Chapter 1000 of the California Highway Design Manual dated July 1, 1995)
- D. If a bicycle project, has it been reviewed by a Bicycle Advisory Committee? X
 (If not, please explain below under "Comments.")
- E. Has the environmental impact documentation been stamped by the County Clerk? X
 (See Tab I, MTC's *Fund Application Manual*) Specify date stamped by County Clerk:
- F. Will the project be completed within one year after funds become available? X
 Expected completion date of project? September, 2003
- G. Provisions have been made to maintain the facility by claimant X other
 (Please explain "other" under comments)

Comments:

Resolution No. INSERT NUMBER

Attachment B

page INSERT PAGE NUMBER of INSERT TOTAL PAGE NUMBERS

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2002 - 2003 Applicant: CITY OF VACAVILLE

Contact person: EDWARD P. HUESTIS

E-Mail Address: ehuestis@cityofvacaville.com Telephone: (707) 449-5424

Secondary Contact (in event primary not available) TRACY RIDEOUT

E-Mail Address: trideout@cityofvacaville.com Telephone: (707) 449-5161

Short Title Description of Project: ALAMO CREEK BIKE PATH (ALAMO DRIVE TO MARSHALL ROAD)

Amount of claim: \$50,000

Functional Description of Project:

The Alamo Creek Bike Path project is a Class 1 Bikeway along the Alamo Creek from Alamo Drive at Davis Street to Marshall Road near California Drive.

Financial Plan:

Below, please list project components being applied for such as planning, engineering right-of-way, construction, contingencie etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project include prior and proposed funding sources for other segments.

Project Components:

Design Engineering and Construction

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
LA Article 3		\$ 51,500	\$50,000		\$101,500
list all other sources:					
1. CMAQ		\$350,000			\$350,000
2. TEA		\$ 95,000			\$ 95,000
3. Y-SAQMD		\$ 50,000			\$ 50,000
4. TIF		\$ 25,000			\$ 25,000
Totals		\$571,500	\$50,000		\$621,500

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," use the next page to provide the approximate date approval is anticipated)	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page	YES
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: http://www.dot.ca.gov/hq/oppd/hdm/chapters/t1001.htm)	YES
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," use the next page to provide a sound explanation)	YES
E. Has the public availability of the environmental compliance documentation for the project pursuant to CEQA been evidenced by the dated stamping of the document by the county clerk or county recorder?	NO
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) SEPTEMBER 2003	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant	YES

TDA Article 3 Project Application Form

Fiscal Year of this Claim: 2002-03 Applicant: Solano County Department Environmental Management

Contact person: Harry Englebright

E-Mail Address: henglebright@solanocounty.com Telephone: 707.421.6765

Secondary Contact: Robert Guerrero

E-Mail Address: rguerrero@sta-snci.com Telephone: 707.424.6075

Short Title Description of Project: Solano Countywide Trails Plan

Amount of claim: \$ 20,000

Functional Description of Project:

The Solano Countywide Trails Plan (Phase III) includes short-term and long-term phasing recommendations, concepts and guidelines for design and amenities for each of the core cities, strategies for funding, acquisition and implementation; and guidelines and maintenance and management. Phase I and Phase II are fully funded, the TDA funds provided will complete the trails plan.

Financial Plan:

Below, please list project components being applied for such as planning, engineering right-of-way, construction, contingencies, etc.; also provide project budget showing total cost of project and other funding sources. If this is a segment of a larger project, include prior and proposed funding sources for other segments.

Project Components: Planning document- maps, policies, goals and objectives etc.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3		\$20,000	\$20,000		\$40,000
list all other sources:					
1. Bay Trail	\$40,000				\$40,000
2. YSAQMD	\$5,000	\$20,000			\$25,000
3.					
Totals					\$85,000

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," use the next page to provide the approximate date approval is anticipated)	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on the next page	NO
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet at: http://www.dot.ca.gov/hq/oppd/hdm/chapters/r1001.htm)	
D. Has the project been reviewed by a Bicycle Advisory Committee? (If "NO," use the next page to provide a sound explanation)	YES
E. Has the public availability of the environmental compliance documentation for the project pursuant to CEQA been evidenced by the dated stamping of the document by the county clerk or county recorder?	NO
F. Will the project be completed within the three fiscal year time period (including the fiscal year of funding) after which the allocation expires? Enter the anticipated completion date of project (month and year) _____	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	N/A



DATE: May 1, 2002
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Letter of Support for Rio Vista
TLC Capital Project

Background:

Each year the Metropolitan Transportation Commission issues a call for projects for the Transportation for Livable Communities (TLC) program for planning and capital grants to local agencies to assist them in planning and developing community-oriented transportation projects. Eligible TLC projects include streetscape improvements and transit-, pedestrian-, and bicycle-oriented developments. Recently, MTC issued a call for capital projects for the TLC program with an approximate total of \$9 million available for the Bay Area. This is a very competitive regional program and usually only one significant project (i.e. \$1.0 million or less) is approved for each of the nine Bay Area counties in each funding cycle. In previous TLC cycles, regional capital applications have been approved for Suisun City's Main Street (Phase 1), Rio Vista's Main Street and Waterfront projects -Phase 1 and the Georgia Street Extension project in Vallejo.

Discussion:

At the STA Board meeting of April 10, 2002, letters of support to MTC were authorized for 2002 Transportation for Livable Communities (TLC) capital applications submitted by the cities of Fairfield and Suisun City for the Fairfield/Vacaville Train Station and the Main Street (Phase 2)/Driftwood Drive streetscape projects respectively.

Staff has previously indicated that they would recommend the Board support those applications submitted for TLC projects included in the Draft Alternative Modes Element dated March 13, 2002, such as those two projects listed above.

In the past week, the City of Rio Vista also requested support for their application for \$307,475 to complete their "Front Street, Main Street and River Gateway Enhancements" project. The Phase 1 Main Street and Waterfront projects were previously supported by the STA Board and were ultimately awarded a \$650,000 TLC capital grant, \$100,000 of STIP as local match and a \$75,000 enhancements grant. Because these projects are listed in the Draft Alternative Modes Element and the City is about to go out to bid to construct a portion of the project(s) later this year, staff recommends a letter of support.

Attached are a project narrative and a letter of recommendation for this additional project.

Fiscal Impact:

None

Recommendation:

Authorize the Chair to sign letters of support to MTC for 2002 Transportation for Livable Communities (TLC) capital applications submitted by the City of Rio Vista for Front Street, Main Street and River Gateway Enhancements – Phase 2.

Attachment

May 8, 2002

Mr. Steve Hemminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Support for the City of Rio Vista's TLC Application for Front Street, Main Street
and River Gateway Enhancements – Phase 2

Dear Mr. Hemminger:

The Solano Transportation Authority supports the City of Rio Vista's TLC application for Front Street, Main Street and River Gateway Enhancements – Phase 2. These projects will enhance and promote TLC-type development by improving sidewalks and promoting walking and bicycling with additional bike racks, landscaping, disabled ramps, gazebo and additional public seating areas.

The completion of these projects will benefit the historic commercial and residential areas surrounding the downtown area and will encourage greater interest in alternative modes of transportation.

We appreciate your consideration for this application. If you have any questions, please contact Daryl Halls, Executive Director at 707.424.6075.

Sincerely,

John Silva, Chair
Solano Transportation Authority

Cc: Tom Bland, Community Development Director

FRONT STREET, MAIN STREET, RIVER GATEWAY ENHANCEMENTS

PROJECT READNESS

The proposed project is a continuation of the Main Street Revitalization and River Gateway project previously funded in part by an MTC Transportation for Livable Communities grant. Construction on the first phase of these projects should be begin in June and finish in the fall of 2002. This request for funds is for part of the second phase that will include:

1. Benches, bike racks and trash bins along 4 ½ blocks of Main Street,
2. Street trees, disabled ramps, bike racks and benches along two blocks of Front Street,
3. Colored concrete tile in front of the seating wall, a gazebo and a kiosk at the River Gateway at the end of Main Street, and
4. A new boat dock at the end of Main Street.

This phase of the project has been designed; all materials have been selected for the Main Street Streetscape project and the same elements will be used on Front Street.

Funding: The project is not dependent on other funding. Other than the amount requested from this grant, no other funding is required. The required match is available through the City's TDA funds. This project is an enhancement to the previously awarded Main Street improvements but it can also stand-alone. A matching grant of \$98,000.00 has been allocated to the City by SB 739 for the public dock at the end of Main Street.

Right-of-way: The project is proposed within the City right-of-way and is limited to revitalization of the existing right-of-way.

Engineering: All engineering for Main Street will be completed this spring. The two blocks of Front Street will require minimal engineering. All are commonplace projects.

Environmental Process: Since the project will be the enhancement of existing developed areas, the environmental studies will be minimal. The environmental studies for Main Street and the Gateway will be completed this spring with phase 1.

Local Opposition: There has been widespread local support for the project. There is no local opposition.

Legal Action: There are no pending lawsuits related to the project.

SCREENING CRITERIA

The proposed plan was the result of a community effort including input from the property owners and tenants, the Chamber of Commerce, the Rio Vista City Council and Planning Commission, the General Plan Study Committee and local residents. The City held four well attended workshops. In addition, staff has held numerous meeting with property owners and interested individuals.

The project by enhancing Main Street, Front Street, the river gateway, and the city dock and including bike racks will encourage pedestrian and bicycle trips as well as boating trips. The enhancement of the waterfront along Front Street is hoped to encourage the

redevelopment of underutilized parcels in mixed-use (office, commercial and housing) projects at a scale consistent with the existing city. This is consistent with the city's downtown revitalization plans:

1. To bring more residents and jobs to downtown Rio Vista,
2. To establish gateways to downtown along Front Street and from the water,
3. To increase recreational boating access to downtown, and
4. To enhance the entire waterfront between Main Street and the Rio Vista Bridge.

Additional mass transit systems will be installed to accommodate the increase in residents and visitors downtown.

The funding request is for \$307,475.00 (greater than \$150,000.00 and less than \$2 million). The required 11.5% match for the project is \$39,955.00. The City has matching funds available.

The project is confined to 4 ½ blocks of Main Street, 2 blocks of Front Street adjacent to Main Street and the dock area at the end of Main Street.

The project sponsor, City of Rio Vista, agrees to abide by all applicable regulations, including the National Environmental Policy Act (NEPA) and the Americans with Disabilities Act (ADA). The project funds will be obligated by September 30, 2004. The City of Rio Vista agrees to an on-site visit, if needed, as part of the project evaluation. The City of Rio Vista agrees to acknowledge TLC support prominently in design and construction activities and will provide before and after photographs of the project. Project management mechanisms are in place to maintain cost, schedule and scope.

NARRATIVE

Existing Conditions

Arrival/Gateway Character: Front Street acts as a gateway to the city from State Highway 12. As one approaches the city from the east on Highway 12, they cross the landmark Helen Madere Bridge, with an elevated view onto Front Street. The enhanced streetscape and entryway will add to the community's identity and pride. The proximity of Front Street, a gateway to downtown, to Highway 12 is an opportunity to capture automobiles as they arrive in the city, and add to the walkability of the river front and downtown. The subject area includes existing buildings and properties undergoing revitalization.

Front Street Business Conditions in the Study District: Most of the businesses in the district take access off of Front Street or Main Street. Along Front Street, from Logan Street to Main Street, the active business and public uses are located at the back of the public sidewalk, and are a part of the historic urban fabric of the city. Front Street, as an entry to downtown, has a barren streetscape and no street trees. The lands adjacent to the Sacramento River, between Logan Street and Main Street, have development potential. The city owns the Logan Street and Sacramento Street right-of-ways that connect Front Street to the Sacramento River. These right-of-ways can contribute to the access and development potential of the lands along the Sacramento River. The Sacramento River was Rio Vista's primary link to the outside world before the railroads and highways. The City has applied for a grant to stabilize the water's edge and has hired a consultant to review the existing river's edge conditions and design a plan to enhance the riparian environment. The historic significance of the river, and its potential to help with revitalization today, are compelling reasons to protect the public access and development potential of Front Street and the foot of Main Street.

Main Street: Main Street, the downtown-shopping district of Rio Vista, is still the commercial center of the city, yet it is showing the ravages of time. In contrast to the highway commercial uses along Highway 12, Main Street is lined with small locally owned businesses, restaurants, beauty shops and antique and gift shops. The City has been awarded a TLC construction grant to repave and install landscaping and streetlights along 4 ½ blocks of Main Street. The project will be completed this fall.

River Gateway: Main Street ends abruptly at the Sacramento River. Other than an existing retaining wall there is no enhancement of this major focal point in Rio Vista. The City has been awarded a grant to do the first phase of the improvements to the gateway that will consist of adding a seating wall, "Rio Vista" engraved on the existing wall, a bench and trash bin and some colorful flags.

City Boat Dock at the foot of Main Street: The grant for the streetscape improvements along Main Street and the River Gateway is the first important step in a revitalized downtown. The city boat dock at the foot of Main Street and adjacent to City Hall is in disrepair. The replacement of the city boat dock is an essential step in completing the Main Street project, and providing improved access to the downtown commercial uses for recreational boaters. This will add to the vitality of downtown by contributing to the

streetscape improvements along Main Street. The city has been awarded a grant to replace the city dock.

Evaluation Criteria

Community Involvement: Two well attended public workshops produced clear public recommendations for the Main Street and Riverfront Gateway Enhancement plan. Two additional public meetings and two property owners meetings provided direction for the streetscape on Front Street as a part of an overall waterfront plan. There was enthusiastic participation and an extensive array of community recommendations. The community recommendations and preferences shaped the character of the plans and included selection of the street trees, streetlights, benches, trash bins and bike racks.

Project Impact: The streetscape, gateway and dock improvements contain a variety of project impacts that remedy current and anticipated problems, and contribute significant community benefit.

- **Walkability:** The plan builds on the existing walkability of the city. The proposed improvements will enhance the historic flavor of downtown and the comfort of walking downtown. Front Street acts as an entrance to Main Street from the Rio Vista Bridge. It is also the location of the City Historic Museum and provides downtown parking for visitors. Main Street to the west leads to the downtown-shopping core. To the east, it leads to the river gateway, the City Hall and proposed civic center and the city boat dock. The existing city dock is in a deteriorated condition yet is the access to downtown by boat. This grant will allow the City to enhance the Front Street and the river dock entrances to Main Street and to complete the unified pedestrian friendly streetscape improvements along Main Street linking the shops to the river to the Front Street entry and parking.
- **Public Transit Access:** Front street is a primary point of access to the city for eastbound and westbound traffic arriving on State Highway 12. The walkable proximity to the downtown, and the commercial development potential of Front Street suggests that it can become an important point of arrival/departure for people using public transit. Improvements to the city dock will encourage public transit via boat to the base of Main Street.
- **Safety and Security:** The Plan includes a general clean up and increased lighting along Main Street and Front Street, improved police access and sight lines and safe pedestrian access to the Sacramento River.
- **Community-Friendly Parking:** The proximity of the Study District to State Highway 12 represents an opportunity to "capture automobiles" as they arrive. The established street and alley structure of the historic downtown connects to Front Street and undeveloped City owned land and reinforces the potential to add public parking and encourage pedestrian access to the downtown.
- **Bicycle Facilities:** The plan includes bicycle racks and pedestrian friendly streetscape to encourage visitors to come downtown by bicycle and walk or bike to multiple points of interest including the riverfront, dock, fishing access park and fishing pier.
- **Streetscape Improvements:** The plan includes streetscape improvements that are

pedestrian and bicycle friendly. Front Street is the primary means of access to Main Street and the downtown from State Highway 12. The gateway character of Front Street to Main Street and the Sacramento River calls for the design of streetscape improvements that serve both the vehicular and pedestrian/bicycle needs of Rio Vista. Slow, calm streets are consistent with the character of Rio Vista, and a fundamental feature of the Rio Vista Streetscape and Waterfront Plans.

- *Traffic Calming:* The enhancements have the potential to capture automobiles as they arrive in Rio Vista from State Highway 12. By designing streets that slow traffic and support pedestrians and bicycles, the Study District can make an important contribution to traffic calming. By capturing cars in downtown, the project can preserve the walkability of the historic downtown and Front Street.
- *Pedestrian Access to Daily Needs:* Main Street is the heart of Rio Vista's commercial and civic activities. The landscaping and lighting improvements in progress now will add to its character. The further addition of street furniture will increase its attractiveness and lure more visitors to downtown and the waterfront. Rio Vista has a historic walkability, and the Rio Vista Waterfront Plan builds on that character and strengthens the pedestrian access to the economic heart of Rio Vista.
- *Protection of Community, Historic & Environmental Resources:* The walkability of Rio Vista is a community resource supported by the proposed improvements. The Front Street improvements build on the historic urban structure of the community and strengthen the walkability and public access of the city. The enhancement of the waterfront is critical to the protection of Rio Vista's most important environmental resource, the Sacramento River.
- *Socio-economic benefit:* A new city dock at the foot of Main Street and pedestrian/bicycle access along Main Street and Front Street will provide access to services, shopping and recreation for the lower income community. The enhancements will provide improved access to transit to lower income neighborhoods near downtown and improved access to water related recreation and the city parks. The improved access to downtown will strengthen the central core business environment.
- *Adverse Impacts to Commercial/Public Transit Access:* Both Commercial Delivery and Public Transit are encouraged in the plan. The street enhancements, much like the historic character, are geared toward walkability and traffic calming. Public Transit and Commercial Delivery vehicles will need to be of a scale suitable to the scale of the city and the pedestrian friendly nature of the streetscape improvements.

Transportation, Community Development/Redevelopment and Land Use: This proposal represents a unique downtown development opportunity. State Highway 12 provides immediate access to Front Street, the Sacramento River and downtown. The larger Rio Vista revitalization picture supports regional activity centers, housing and mixed-use development, additional parking, boating access and pedestrian friendly streets and trails on underdeveloped and underutilized property downtown and along the

waterfront. The proposed enhancements will be integrated into the overall urban structure, and are conducive to a sense of community identity and pride. The City of Rio Vista is finalizing a new General Plan calling for "smart growth" throughout the city. The General Plan designation is Downtown/Waterfront that "allows higher density residential design." This proposed downtown enhancement is a step towards completion of the Rio Vista Waterfront Plan. It would contribute to the vitality of downtown Rio Vista, entice developers of housing and mixed-use projects and be a step in development of the larger picture.

Internal Community Mobility: The enhancement plan builds on the existing scale of the street structure and urban fabric and adds to the pedestrian, bicycle and boating accesses within the downtown. The pedestrian/bicycle/boating access along the waterfront and to the City dock will add to the recreational value of the community completing an important link between the waterfront and Main Street. The development of this area with higher density housing will attract additional services reducing the need for the residents to go outside of Rio Vista for services.



DATE: May 1, 2002
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: Authorization to Retain Consultant to Develop
SNCI Rideshare Logo and Marketing Plan

Background:

The STA's Solano Napa Commuter Information (SNCI) program was previously known as the Solano Commuter Information (SCI) program until December 1, 2001. On that date, the STA moved offices and the SNCI program name was implemented. With the office move, new materials needed to be printed and were to be done with the new program name. Initial work on the logo has been done pro bono, but not finalized. This has delayed the production of materials with SNCI's new formal identity.

Discussion:

To expedite the finalization of a new SNCI logo and production of new materials, staff is proposing to secure a consultant(s). A consultant would also work on the design and production of a variety of marketing materials that need updating and others that need creating. This would be an opportunity to update and enhance materials and provide a more consistent design to materials that have been produced by various sources in the past. A consultant would also be very advantageous in designing and implementing a Guaranteed Return Trip (GRT) program as well as producing materials to support such a program. A list of proposed items the consultant(s) would be assigned is included in Attachment 1.

Staff and the consultant(s) will also need to coordinate materials design with regional efforts. MTC has proposed one "regional" identity for the rideshare program currently implemented by two agencies (SNCI and RIDES for Bay Area Commuters). With the focus of the rideshare program shifting to an on-line service, the role of a regional rideshare website in SNCI marketing materials is will come into play. In addition, the timing of the implementation of the regional 511 number (possibly by Fall 2002) needs to be considered.

Financial Impact:

The \$80,000 in funds for this marketing contract(s) are included in the FY01/02 and FY02/03 SNCI budgets.

Recommendation:

Authorize the Executive Director to retain a marketing consultant for the purposes of developing and implementing a SNCI logo, specialized programs, and marketing plan not-to-exceed \$80,000.

Attachment

SNCI Marketing Materials

SNCI Logo
Letterhead
Envelopes
Mailing labels

Transit Wraps
Commuter Guide
New Resident Mailer

Generic and Specialized Print Ads

Employer Outreach Materials
Newsletter (hard-copy & on-line)

Vanpool Brochure
Vanpool Start-up Materials
Vanpool Support Materials

Regional Campaign Materials (Rideshare Week, Bike to Work Week, Vanpool Promotion, other)
Website Promotion

Guaranteed Return Trip Development and Materials
Incentive Program Development and Materials
Specialized City Marketing

Promotional Items
Special Event Materials
Presentation Materials



DATE: May 1, 2002
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Report

Background:

The attached Legislative Matrix has been updated with most recent activity on identified bills. Two new bills have been added for your consideration.

Discussion:

SB 1243 (Torlakson) has been amended to actually combine the duties of MTC and ABAG and would name the new entity the Bay Area and Land Use and Transportation Commission. The bill, as amended, would require the new commission to complete and start implementation of a regional plan or on before January 1, 2005 and complete an analysis of other functions of ABAG. The STA has taken an Oppose position on this bill.

State Legislation

AB 2391 (Canciamila) – This bill would authorize the Director of Transportation to increase the percentage in a county with a population with less than 1,000,000 persons, if the director determines it to be in the best interest of regional and state transportation planning to do so.

STA staff recommends a Watch position on AB 2391.

AB 2788 (Longville) – This bill would enact the Passenger Rail Improvement, Safety and Modernization Bond Act of 2002, which, subject to voter approval, would provide for the issuance of general obligation bonds in the amount of \$500,000,000, the proceeds of which would be used for the purpose of funding improvements to the state's passenger rail system

STA staff recommends a Support position on AB 2788

Recommendation:

Approve the recommended positions and direct staff to take action of Support on the AB 2788 (Longville), and watch on AB 2391 (Canciamila).

Solano Transportation Authority
2002 Legislative Matrix
May 1, 2002

State Legislation

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 \$25,000 each.	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 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. <i>This bill would authorize one or more local agencies, as described, to undertake a study or a joint study concerning the feasibility of extending commuter Rail or intercity rail services beyond the City of Davis to the City of Dixon (Amended 4/24/02)</i>	SEN Appropriations (withdrawn from committee and re- referred to Committee on Rules)	Support
AB 2391 (Canciamila) Transportation Development Act	This bill would authorize the Director of Transportation to increase the percentage of funds transmitted by the State Board of Equalization to counties with a population of less than 1,000,000 persons, if the director determines it to be in the best interest of regional and state transportation planning to do so. Existing law authorizes the amount allocated to a transportation planning agency to be up to 70% of its	ASM Transportation (re-referred to Committee)	Pending

	nonfederally reimbursed costs for regional transportation planning.		
AB 2535 (Diaz) Congestion	This bill would require Caltrans with existing resources to create and publish an annual <i>collect, analyze, and summarize the highway congestion monitoring report for freeway system operations within the San Francisco Bay Area data for District 4 and make it available to specified agencies. (Amended 4/23/02)</i>	ASM Appropriations (Re-referred to committee)	Support
AB 2788 (Longville) Passenger Rail, Safety and Modernization	This bill would enact the Passenger Rail Improvement, Safety and Modernization Bond Act of 2002, which, subject to voter approval would provide for the issuance of general obligation bonds in the amount of \$500,000,000, the proceeds of which would be used for the purpose of funding improvements to the state's passenger rail system.	ASM Appropriations (re-referred to Committee on Appropriations)	Pending
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 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)	ASM Appropriations (Hearing canceled at the request of author)	
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 (suspended)	
SB 1243 (Torlakson) Merging of MTC and ABAG	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 <i>the commission to be renamed as the Bay Area Land Use and Transportation Commission and to combined its duties with the land use functions of ABAG, and to make a report to the Legislature, no later than on or before January 1, 2004. The bill would require the new commission to complete</i>	SEN Local Government (Amended and re-referred to committee)	Oppose

	<i>and start implementation of a regional plan on or before January 1, 2005, and to complete an analysis of other functions of ABAG. By increasing the duties of a local agency, the bill would impose a state-mandated local program. (Amended 4/22/02)</i>		
SB 1262 (Torlakson) Streets and Highways: local transportation capital improvement projects	This bill would provide <i>until December 31, 2009</i> , for county with more than 200,000 residents that not less than 40% 5% 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. <i>The bill would require the Department of Transportation, in collaboration with the Department of Housing and Community Development, to issue-submit an evaluation report evaluating this program to the Legislature by December 31, 2009.</i> (Amended 4/23/02)	SEN Appropriations (Placed on Appropriations suspense file)	Oppose
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 and would merge the regional transit coordinating council into the board. <i>The bill would provide that the board would be a successor, organization to the council and 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 annual basis and would require the board to endeavor to complete the specified work elements subject to the budgetary constraints. The bill would provide that these funds would be considered in full satisfaction of and in lieu of any reimbursable mandate claims relating to work effort incurred pursuant to the bill.</i> (Amended 4/24/02)	SEN Appropriations (Placed on Appropriations suspense file)	Watch
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 <i>planning corridors and subcorridors</i> 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. <i>Existing law authorizes the San Francisco Bay Area Rapid Transit District to impose a</i>	SEN Appropriations (Placed on Appropriations suspense file)	Watch

	<p><i>transaction and use tax for specified purposes. Certain revenues from the tax are required to allocate 75% to MTC of the San Francisco Bay Area Rapid Transit District, the City and County of San Francisco, and the Alameda-Contra Costa Transit District for specified uses. This bill would require the commission to utilize funds from these revenues to cover any costs associated with the satisfaction of, and in lieu of, any reimbursable work effort incurred. 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. (Amended 4/24/02)</i></p>		
<p>SCA 3 (Karnette) Transportation: Motor Vehicle Fuel Taxes: additional uses</p>	<p>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.</p>	<p>SEN Transportation (Failed passage in committee – Reconsideration granted)</p>	<p>Watch</p>
<p>SCA 5 (Torlakson) Local Government: Sales Taxes: Transportation and Smart Growth Planning</p>	<p>This measure would amend the State Constitution to authorize a local government <i>the county, city and county, or the Metropolitan Transportation Commission</i>, with approval of a majority of its voters voting on the proposition, to impose a special tax <i>for the privilege of selling tangible personal property at retail</i> that it is otherwise authorized to impose, if the tax is imposed exclusively to fund transportation projects and services <i>and smart growth planning</i>. (Last amended 2/13/02)</p>	<p>SEN Appropriations (Amended and re-referred to committee)</p>	
<p>SJR 36 (Murray) Federal Highway Funding</p>	<p>This measure would support the efforts of the House of Representatives and the United States Senate to restore federal highway funding for 2003 to the levels anticipated in the Transportation Equity Act for the Twenty First Century.</p>	<p>Chaptered</p>	<p>Support</p>

***Solano Transportation Authority
2002 Legislative Matrix
May 1, 2002***

Federal Legislation

Federal Legislation Bill/Sponsor	Description	Status	Position
HR 3694 (Young) Highway funding Restoration Act	This bill would provide for highway infrastructure investment at the guaranteed funding level contained in the Transportation Equity Act for the 21 st Century	HOUSE Transportation and Infrastructure (referred to the Committee on Environment and Public Works)	Support
S 1917 (Jeffords) Highway funding Restoration Act	This bill would provide for highway infrastructure investment at the guaranteed funding level contained in the Transportation Equity Act for the 21 st Century	SENATE (referred to the Committee on Environment and Public Works)	Support
S 1991 (Hollings) National Defense Rail Act	This bill would establish a national rail passenger transportation system, reauthorize Amtrak, improve security and service on Amtrak, and to promote and fund passenger rail services throughout the country. This bill would allocate \$4.6 billion annually.	SENATE Committee on Commerce, Science and Transportation (ordered to be reported with an amendment in the nature of a substitute favorably)	Support

CURRENT BILL STATUS

MEASURE : A.B. No. 2391
AUTHOR(S) : Canciamilla.
TOPIC : Transportation development account.
HOUSE LOCATION : ASM

TYPE OF BILL :
Active
Non-Urgency
Non-Appropriations
Majority Vote Required
Non-State-Mandated Local Program
Fiscal
Non-Tax Levy

LAST HIST. ACT. DATE: 03/07/2002
LAST HIST. ACTION : Referred to Com. on TRANS.
COMM. LOCATION : ASM TRANSPORTATION

TITLE : An act to amend Section 99311.5 of the Public Utilities Code, relating to transportation.

BILL NUMBER: AB 2391 INTRODUCED
BILL TEXT

INTRODUCED BY Assembly Member Canciamilla

FEBRUARY 21, 2002

An act to amend Section 99311.5 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2391, as introduced, Canciamilla. Transportation development account.

Existing law authorizes the board of supervisors to establish a local transportation fund in the county treasury for the deposit of certain local revenues transmitted to the county by the State Board of Equalization. Transportation planning entities, including transportation planning agencies, are appropriated funds from this local transportation fund. Existing law authorizes the amount allocated to a transportation planning agency to be up to 70% of its nonfederally reimbursed costs for regional transportation planning. Existing law authorizes the Director of Transportation to increase that percentage for a transportation planning agency in a county with a population of less than 500,000 persons, if the director determines it to be in the best interests of regional and state transportation planning to do so.

This bill would authorize the director to increase that percentage in a county with a population of less than 1,000,000 persons, if the director determines it to be in the best interests of regional and state transportation planning to do so.

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

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

SECTION 1. Section 99311.5 of the Public Utilities Code is amended to read:

99311.5. The amount allocated to a transportation planning agency designated pursuant to Section 29532 of the Government Code, for the preparation or updating of a regional transportation plan pursuant to Chapter 2.5 (commencing with Section 65080) of Title 7 of that code, may be up to 70 percent of its nonfederally reimbursed costs for regional transportation planning.

For a transportation planning agency in a county with a population of less than ~~500,000~~ 1,000,000 persons, the director may increase that percentage, if the director determines it to be in the best interests of regional and state transportation planning to do so.

CURRENT BILL STATUS

MEASURE : A.B. No. 2788
AUTHOR(S) : Longville.
TOPIC : Passenger Rail Improvement, Safety, and Modernization
Bond Act of 2002.
HOUSE LOCATION : ASM

TYPE OF BILL :
Active
Non-Urgency
Non-Appropriations
2/3 Vote Required
Non-State-Mandated Local Program
Fiscal
Non-Tax Levy

LAST HIST. ACT. DATE: 04/24/2002
LAST HIST. ACTION : In committee: Set, first hearing. Referred to APPR.
suspense file.
COMM. LOCATION : ASM APPROPRIATIONS

TITLE : An act to add Chapter 7 (commencing with Section 99570)
to Part 11 of Division 10 of the Public Utilities Code,
relating to financing passenger rail improvements by
providing the funds necessary therefor through the
issuance and sale of bonds of the State of California
and by providing for the handling and disposition of
those funds.

BILL NUMBER: AB 2788 INTRODUCED
BILL TEXT

INTRODUCED BY Assembly Member Longville

FEBRUARY 25, 2002

An act to add Chapter 7 (commencing with Section 99570) to Part 11 of Division 10 of the Public Utilities Code, relating to financing passenger rail improvements by providing the funds necessary therefor through the issuance and sale of bonds of the State of California and by providing for the handling and disposition of those funds.

LEGISLATIVE COUNSEL'S DIGEST

AB 2788, as introduced, Longville. Passenger Rail Improvement, Safety, and Modernization Bond Act of 2002.

Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially for submission to the Legislature, the Governor, the Public Utilities Commission, and the California Transportation Commission consisting, in part, of a passenger rail element. Existing law requires the passenger rail element to include, among other things, the identification and cost of capital facilities necessary to enhance competitiveness of rail passenger services.

This bill would enact the Passenger Rail Improvement, Safety, and Modernization Bond Act of 2002, which, subject to voter approval, would provide for the issuance of general obligation bonds in the amount of \$500,000,000, the proceeds of which would be used for the purpose of funding improvements to the state's passenger rail systems.

The bill would provide for the submission of the bond act to the voters in accordance with specified law.

Vote: 2/3. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

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

SECTION 1. Chapter 7 (commencing with Section 99570) is added to Part 11 of Division 10 of the Public Utilities Code, to read:

CHAPTER 7. THE PASSENGER RAIL IMPROVEMENT, SAFETY, AND
MODERNIZATION PROGRAM BOND ACT OF 2002

Article 1. Findings and Declarations

99570. The Legislature finds and declares all of the following:

(a) Intercity rail operators, commuter rail operators, light and heavy rail operators, cable car operators, and urban rail operators in California are responsible for the safety and performance of the passenger rail system and the safety of passengers that travel upon the passenger rail system.

(b) A renaissance in urban rail and other passenger rail systems began in the 1970's with the development of the San Francisco Bay Area Rapid Transit District and initial state investments under the Rail Passenger Service Act of 1970 (45 U.S.C.A. Sec. 501) in

preserving passenger rail services in key corridors of the state. Passenger rail service expanded throughout the state with the passage of the Passenger Rail and Clean Air Bond Act of 1990 (Chapter 17 (commencing with Section 2701) of Division 3 of the Streets and Highways Code) and the Clean Air and Transportation Improvement Act of 1990 (Part 11.5 (commencing with Section 99600) of Division 10 of the Public Utilities Code), spurring the creation of at least seven new passenger rail services currently operating in the state. The renaissance has continued through the state's enactment of the Transportation Congestion Relief Act of 2000, as set forth in Chapter 4.5 (commencing with Section 14556) of Part 5.3 of Division 3 of Title 2 of the Government Code.

(c) Over 1,100,000 passenger trips are taken daily on the state's rail systems. Increased use of passenger rail on systems that are beginning to age means rail operators face a significant rehabilitation and modernization challenge to maintain reliable operations.

(d) Passenger rail rehabilitation and modernization funds are needed for tracks, structures, signals, facilities, rolling stock, and equipment to replace worn out capital assets with like or improved capital assets, thus extending the useful life of these capital assets and ensuring continued safe operation of the passenger rail system.

(e) The PRISM program set forth in this chapter is envisioned to serve as a partnership between local, regional, and statewide passenger rail service providers and the state. The program requirement contained within PRISM for a one-to-one match is intended to demonstrate a commitment by passenger rail service providers to fund necessary passenger rail facility and vehicle restoration, modernization, and safety improvements in partnership with the state.

The state has an appropriate interest in assisting in preserving the substantial public investment in passenger rail services made over the past two decades.

(f) The additional state funding provided by this chapter will produce important additional public benefits to the state economy by way of the creation of thousands of new jobs in an expeditious manner.

(g) With an unprecedented local match program already in place, PRISM requires the state to be a partner for which in return thousands of jobs will be created quickly and without the usual delays associated with transportation projects.

(h) This chapter addresses the needs in the state's passenger rail systems comparable to the needs that have been addressed for the state highway system by the state highway operation and protection program, as set forth in Section 14526.5 of the Government Code.

Article 2. General Provisions

99571. This chapter shall be known and may be cited as the Passenger Rail Improvement, Safety and Modernization Bond Act of 2002.

99572. As used in this chapter the following terms have the following meanings:

(a) "Committee" means the Passenger Rail Improvement, Safety, and Modernization Finance Committee created pursuant to Section 99587.

(b) "Department" means the Department of Transportation.

(c) "Fund" means the Passenger Rail Improvement, Safety, and Modernization Bond Fund created pursuant to Section 99577.

Article 3. The Passenger Rail Improvement, Safety, and

Management (PRISM) Program

99575. There is hereby created the Passenger Rail Improvement, Safety, and Modernization (PRISM) Program.

99576. For purposes of this chapter, "program" is the Passenger Rail Improvement, Safety, and Modernization (PRISM) Program established under this chapter.

99577. The proceeds of bonds issued and sold pursuant to this chapter shall be deposited in the Passenger Rail Improvement, Safety, and Modernization Bond Fund, which is hereby created.

99578. The money in the fund, upon appropriation by the Legislature, shall be available, without regard to fiscal years, for the program, subject to the requirements of this chapter, as follows:

(a) To eligible recipients except for Amtrak, based:

(1) One-third on the track miles utilized by the eligible recipient.

(2) One-third on the annual vehicle miles.

(3) One-third on the annual passenger trips.

(b) To Amtrak, based:

(1) One-third of the route miles utilized by state-supported intercity rail.

(2) One-third on the annual vehicle miles.

(3) One-third on the annual passenger trips.

(c) For the purposes of this section, the following terms have the following meanings:

(1) "Track miles" means the miles of track used by a public agency or joint powers authority for regular passenger rail service.

(2) "Vehicle miles" means the total miles traveled, commencing with pullout from the maintenance depot, by all locomotives and cars operated in a train consist for passenger rail service by a public agency or joint powers authority.

(3) "Passenger trips" means the annual unlinked passenger boardings reported by a public agency or joint powers authority for regular passenger rail service.

(4) "Route miles" means the total miles a train travels between the first and last station of each state-supported intercity rail line.

99579. (a) A total of fifty million (\$50,000,000) shall be available for expenditure from the fund in each fiscal year for 10 successive fiscal years beginning with the fiscal year following voter approval of the bonds.

(b) Any funds allocated pursuant to this chapter not contractually obligated to a project within three years from the date of allocation shall be reallocated in the following fiscal year.

99580. (a) Eligible recipients for funding under this chapter shall be public agencies and joint power authorities that operate regularly scheduled passenger rail service in the following categories:

(1) Cable car.

(2) Commuter rail.

(3) Light rail.

(4) Heavy rail.

(5) The Department of Transportation, for state supported intercity rail.

(b) In addition to subdivision (a), eligible recipients of funding under this chapter shall be the Department of Transportation, for intercity rail services, and other passenger rail operators that provide regularly scheduled service and use public funds to operate and maintain rail facilities, rights-of-way, and equipment.

99581. (a) Funds allocated pursuant to the program shall be used for the rehabilitation or modernization of, or safety improvements to, tracks utilized for public passenger rail transit, signals, structures, facilities, and rolling stock.

(b) Eligible recipients may use the funds for any eligible rail element set forth in subdivision (a).

99582. (a) In order to be eligible for funding under this chapter, an eligible recipient shall provide matching funds in an amount not less than the total amount allocated to the recipient from the fund.

(b) An eligible recipient of funding shall certify that it has met its matching funds requirement, and all other requirements of this chapter, by resolution of its governing board.

99583. (a) Funds made available under this chapter shall supplement existing local, state, or federal revenues being used for maintenance or rehabilitation of the passenger rail system. Eligible recipients of funding shall maintain their existing commitment of local, state, or federal funds for these purposes in order to remain eligible for allocation and expenditure of the additional funding made available by this chapter.

(b) In order to receive any allocation under this chapter, an eligible recipient shall annually expend from existing local, state, or federal revenues being used for the purposes described in subdivision (a) an amount not less than the annual average of its expenditures from local revenues for those purposes during the 1998-99, 1999-2000, and 2000-01 fiscal years.

Article 4. Fiscal Provisions

99585. Bonds in the total amount of five hundred million dollars (\$500,000,000), exclusive of refunding bonds, or so much thereof as is necessary, may be issued and sold to provide a fund to be used for carrying out the purposes expressed in this chapter and to be used to reimburse the General Obligation Bond Expense Revolving Fund pursuant to Section 16724.5 of the Government Code. The bonds, when sold, shall be and constitute a valid and binding obligation of the State of California, and the full faith and credit of the State of California is hereby pledged for the punctual payment of both principal of, and interest on, the bonds as the principal and interest become due and payable.

99586. (a) Except as provided in subdivision (b), the bonds authorized by this chapter shall be prepared, executed, issued, sold, paid, and redeemed as provided in the State General Obligation Bond Law (Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code), and all of the provisions of that law apply to the bonds and to this chapter and are hereby incorporated in this chapter as though set forth in full in this chapter.

(b) Notwithstanding any provision of the State General Obligation Bond Law, each issue of bonds authorized by the committee shall have a final maturity of not more than 20 years.

99587. (a) Solely for the purpose of authorizing the issuance and sale, pursuant to the State General Obligation Bond Law, of the bonds authorized by this chapter, the Passenger Rail Improvement, Safety, and Modernization Finance Committee is hereby created. For purposes of this chapter, the Passenger Rail Improvement, Safety, and Modernization Finance Committee is "the committee" as that term is used in the State General Obligation Bond Law. The committee consists of the Treasurer, the Director of Finance, the Controller, the Secretary of the Business, Transportation and Housing Agency, and

the Director of Transportation, or their designated representatives.

The Treasurer shall serve as chairperson of the committee. A majority of the committee may act for the committee.

(b) For purposes of the State General Obligation Bond Law, the department is designated the "board."

99588. The committee shall determine whether or not it is necessary or desirable to issue bonds authorized pursuant to this chapter in order to carry out the actions specified in Sections 99579 and 99581 and, if so, the amount of bonds to be issued and sold. Successive issues of bonds may be issued and sold to carry out those actions progressively, and it is not necessary that all of the bonds authorized be issued and sold at any one time. The committee shall consider program funding needs, revenue projections, financial market conditions, and other necessary factors in determining the shortest feasible term for the bonds to be issued.

99589. There shall be collected each year and in the same manner and at the same time as other state revenue is collected, in addition to the ordinary revenues of the state, a sum in an amount required to pay the principal of, and interest on, the bonds each year. It is the duty of all officers charged by law with any duty in regard to the collection of the revenue to do and perform each and every act which is necessary to collect that additional sum.

99590. Notwithstanding Section 13340 of the Government Code, there is hereby appropriated from the General Fund in the State Treasury, for the purposes of this chapter, an amount equal to that sum annually necessary to pay the principal of, and interest on, bonds issued and sold pursuant to this chapter, as the principal and interest become due and payable.

99591. The board may request the Pooled Money Investment Board to make a loan from the Pooled Money Investment Account, in accordance with Section 16312 of the Government Code, for purposes of this chapter. The amount of the request shall not exceed the amount of the unsold bonds which the committee has, by resolution, authorized to be sold for the purpose of this chapter, less any amount borrowed pursuant to Section 99592. The board shall execute such documents as required by the Pooled Money Investment Board to obtain and repay the loan. Any amount loaned shall be deposited in the fund to be allocated by the board in accordance with this chapter.

99592. For the purpose of carrying out this chapter, the Director of Finance may authorize the withdrawal from the General Fund of an amount or amounts not to exceed the amount of unsold bonds which have been authorized by the committee to be sold for the purpose of carrying out this chapter, less any amount borrowed pursuant to Section 99591. Any amount withdrawn shall be deposited in the fund. Any money made available under this section shall be returned to the General Fund, plus the interest that the amounts would have earned in the Pooled Money Investment Account, from the sale of bonds for the purpose of carrying out this chapter.

99593. All money deposited in the fund which is derived from premium and accrued interest on bonds sold shall be reserved in the fund and shall be available for transfer to the General Fund as a credit to expenditures for bond interest.

99594. The bonds may be refunded in accordance with Article 6 (commencing with Section 16780) of the State General Obligation Bond Law.

99595. The Legislature hereby finds and declares that, inasmuch as the proceeds from the sale of bonds authorized by this chapter are not "proceeds of taxes" as that term is used in Article XIII B of the California Constitution, the disbursement of these proceeds is not subject to the limitations imposed by that article.

99596. Notwithstanding any provision of the State General Obligation Bond Law with regard to the proceeds from the sale of bonds authorized by this chapter that are subject to investment under Article 4 (commencing with Section 16470) of Chapter 3 of Part 2 of Division 4 of Title 2 of the Government Code, the Treasurer may maintain a separate account for investment earnings, order the payment of those earnings to comply with any rebate requirement applicable under federal law, and may otherwise direct the use and investment of those proceeds so as to maintain the tax-exempt status of those bonds and to obtain any other advantage under federal law on behalf of the funds of this state.

SEC. 2. Section 1 of this act shall take effect upon the adoption by the voters of the Passenger Rail Improvement, Safety, and Modernization Bond Act of 2002, as set forth in Section 1 of this act.

SEC. 3. Section 1 of this act shall be submitted to the voters in accordance with provisions of the Government Code and the Elections Code governing the submission of statewide measures to the voters.



DATE: May 1, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Approve STA Board Retreat Agenda

Background:

On April 10, 2002, the STA Board designated the Executive Committee (John Silva, Jim Sperring, Pierre Bidou and Marci Coglianese) to work with staff to develop the agenda for the STA's Board Retreat on May 17, 2002, at 9:00 a.m., at Hiddenbrooke in Vallejo.

Discussion:

On May 1, 2002, the Executive Committee met and discussed the agenda items for the Board Retreat. Specific recommended topics include the following:

1. Development of the Draft Transportation Expenditure Plan
2. Development of STA Priority Projects and Planning Efforts for FY 2002-03, 2003-04, and beyond
3. Establishment of Funding and Implementation Priorities and Schedule
4. Discuss of STA staffing plan in preparation for 2002/03 and 2003/04 budget.

Policy direction provided will be developed by staff into recommendations for STA Board consideration on June 12, 2002.

Recommendation:

Approve agenda for STA Board Retreat of May 17, 2002



DATE: May 1, 2002
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director for Planning
Dale Dennis, PDMG
RE: Selection of Consultants,
Authorization to prepare Environmental Documents
And Project Report for North Connector 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)

On March 13, 2002, the STA Board authorized the Executive Director to enter into an agreement with Mark Thomas/Nolte Associates Team to prepare the Project Report/Environmental Document for the I-80/680/SR 12 interchange and tabled a recommendation to select a consultant to prepare the Project Report/Environmental Document for the North Connector project in response to a request from Caltrans to conduct a separate Request for Proposal and selection process for that project.

Discussion:

Consistent with STA Board direction, staff released an RFP for the Project Report(s)/Environmental Document(s) for the **North Connector project** on March 22, 2002. Eight proposals were received and five firms were scheduled for interviews on May 3, 2002.

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.

The preparation of this 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.

At the May 8, 2002 STA Board meeting, staff will provide a supplemental staff report with the selection committee's recommended consultant team, project budget and authorization for the Executive Director to enter into an agreement with the selected consultant.

Fiscal Impact:

The services to be recommended in the supplemental staff report will be funded with Transportation Congestion Relief Program (TCRP) funds dedicated to the North Connector project.

Recommendation:

To be provided under a supplemental staff report.



DATE: May 1, 2002
TO: STA Board
FROM: Robert Guerrero, Associate Planner
RE: Countywide Trails/Pedestrian Plan
Phase 1

Discussion:

The STA Board received copies of the draft along with color GIS maps of the various Solano County trail segments at their April 2002 Board of Directors meeting. Since then, Randy Anderson (STA's Trail Plan consultant) has developed a cost estimate for the completion of key trail gaps identified in the Trail Plan based on the total miles of planned undeveloped trails and cost assumptions (see attachment). STA staff received comments that were either incorporated into Phase 1 or noted that it would need to be addressed in Phase 3 of the Countywide Trails Plan.

Comments incorporated into Phase 1 included general clarification to the text regarding the summary of the overall trail system status and costs. Yolo Solano Air Quality Management District and Solano County Transportation Department made comments regarding the further study of trail connections in the northeastern and eastern portion of Solano County. STA staff has notified both agencies that their comments will be addressed in Phase 3 of the Countywide Trails Plan to be completed June 2003. Enclosed for the STA Board is the final draft of the Countywide Trails Plan.

Randy Anderson estimated \$10.9 million to complete almost 96 miles of paved and unpaved trails. Randy is scheduled to provide a power point presentation of the Countywide Trails Plan at May 8th STA Board of Directors meeting. His discussion will primarily be focused on the overall plan and the final comments received for Phase 1. Staff would like to incorporate the estimated cost to complete the proposed trails and the overall countywide trails map from the Countywide Trails Plan –Phase 1 into the Final Comprehensive Transportation Plan.

Fiscal Impact:

None

Recommendation:

Adopt a resolution to 1.) Approve the Countywide Trails Plan - Phase 1 and 2.) Incorporate the Countywide Trails Plan - Phase 1 map and cost estimates into the Final Comprehensive Transportation Plan.

Attachments

RESOLUTION 2002-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE SOLANO COUNTYWIDE TRAILS PLAN -PHASE 1**

WHEREAS, Countywide Trails Plan was co-sponsored by the Solano County Board of Supervisors; and

WHEREAS, the primary purpose of Phase 1 was to identify existing and planned trails from each of the cities and county general plans; and

WHEREAS, the Solano Transportation Authority formed a Trails Advisory Committee (TRAC) made up of trail advocates, property owners, and staff from member agencies; and

WHEREAS, the TRAC was formed for purposes of providing input on the Countywide Trails Plan; and

WHEREAS, Phase 1 included cost estimates for completing 96 miles of remaining planned trails throughout Solano County as identified in exist general plans; and

WHEREAS, the Countywide Trails Plan- Phase 1 was funded by the ABAG Bay Trail Program and Yolo Solano Air Quality Management District Clean Air funds; and

WHEREAS, Phase 2 of the Plan (Vallejo Bay Trail Connector feasibility study) is currently underway and will be completed in 02-03; and

WHEREAS, Phase 3 is funded and will provide analysis on major gap closures and potential additional trail connections needed between the core cities and other destinations in Solano County.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority approves the Countywide Trails Plan -Phase 1 and incorporates trail cost estimates from the Phase 1 report into the Solano Comprehensive Transportation Plan.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the STA Board hereby forwards the Phase 1 report to the County Board of Supervisors for their consideration.

NOW, THEREFORE, BE IT FURTHER RESOLVED, Trails Advisory Committee is authorized to commence work on the Countywide Trails Phase 3.

John Silva
Chair
Solano Board of Supervisors, District 2

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed and adopted by said STA at a regular meeting thereof held this 8th day of May, 2002.

Daryl K. Halls
Executive Director

TABLE 1

TOTAL TRAIL MILEAGE

Existing	Planned	Key Gaps				Other		Total	Grand Total
		Trail Projects	Other Trans. Projects*	Trail Projects	Other Trans. Projects*	Trail Projects			
Trails		22.47	0.28	74.05	35.38	96.52	132.18		
Sidewalks/Shoulders									
Total	Total	52.89							
		22.32							
		75.21							

* "Other Transportation Projects" include class 1 bicycle paths and bike/ped. lanes on bridges, which are budgeted in other components of the Comprehensive Transportation Plan

ESTIMATED COST TO COMPLETE PROPOSED TRAILS

PAVED	KEY GAPS			PAVED	OTHER PLANNED TRAILS		
	miles	x \$276,000 /mi *	total cost		miles	x \$276,000 /mi *	total cost
	1.67		\$460,920		30.24		\$8,346,240

UNPAVED	KEY GAPS			UNPAVED	OTHER PLANNED TRAILS		
	miles	x \$30,000 /mi *	total cost		miles	x \$30,000 /mi *	total cost
	20.08		\$602,400		62.36		\$1,870,800

* see Table 2 for cost estimate assumptions

TOTAL TRAIL COSTS**	Estimate	Low Range		High Range	
		(80% of estimate)		(120% of estimate)	
Key gaps and projects	\$1,063,320	\$850,656	to	\$1,020,787	
Other regional trails	\$10,217,040	\$8,173,632	to	\$9,808,358	
Grand total	\$11,280,360	\$9,024,288	to	\$10,829,146	

****Note: Projects that are part of current transportation plans and not included in this estimate:**

Trail segment (figure # -- segment #)	Name (Bicycle Plan Project #, if applicable)
2--1	Benicia-Martinez Bridge
2--6	Pedestrian Bridge over I-780
3--4	Carquinez Bridge
3--6c, 3--6d, 3--6e, 3--6g	Vallejo to Sonoma (#11)
3--7	Mare Island Causeway
3--8, 3--8a	Vallejo to Napa (#13)
4--1	McGary Road (#9)
4--6, 4--6a, 4--6b	Fairfield to Vallejo (#9)
4--6d	Cordelia to Napa (#7)
4--10	Separated Crossing of Highway 12 @ Red Top Road (#20)
5--7a, 5--7b	Central County Bikeway (#6)
5--8	Walters Road Project (already funded)
5--9, 6--6	Jepson Parkway (#5)
6--8	Alamo Creek and Southside Bikeways (#3)

Note: Projects that are part of current Specific Plan/redevelopment plans and not included in this estimate:
 3--7a, 3--7b, 3--7c Mare Island Trails

TABLE 2

TRAIL COST ESTIMATE ASSUMPTIONS

Paved Trails

<u>Item</u>	<u>Description</u>	<u>Cost per Linear Foot (lf)</u>	<u>Cost per Mile (mi)</u>
1	Site stripping/grading	\$2.00	
2	Asphaltic concrete (ac)	\$20.00	
3	Chain link fence	\$12.00	
4	Walls	\$3.80	
5	Erosion control	\$0.50	
6	Signage	\$0.40	
7	Gates/stiles/bollards	\$1.15	
8	Culverts/drainage	\$0.40	
9	Bridges	\$1.90	
	Subtotal per lf	\$40.15	
	Paved trail construction cost per mile		\$211,992.00
10	Design/Administration	30% for soils, surveys, design, permits and admin costs	\$63,597.60
	Paved trail total cost per mile		\$275,589.60
	rounded to		\$276,000.00

Estimate does not include traffic signals or right-of-way acquisition.

Unpaved Trails

<u>Item</u>	<u>Description</u>	<u>Cost per Linear Foot (lf)</u>	<u>Cost per Mile (mi)</u>
1	Trail grading	\$1.00	
2	Class 2 AB base rock	\$1.00	
3	Walls	\$0.95	
4	Erosion control	\$0.09	
5	Signage	\$0.19	
6	Gates/stiles/bollards	\$0.28	
7	Culverts/drainage	\$0.19	
8	Headwalls and outlets	\$0.19	
9	Bridges	\$0.38	
	Subtotal per lf	\$4.27	
	Unpaved trail construction cost per mile		\$22,545.60
10	Design/Administration	30% for design, permits and admin costs	\$6,763.68
	Unpaved trail total cost per mile		\$29,309.28
	rounded to		\$30,000.00

Estimate does not include property/trail fencing or right-of-way acquisition.

Trails Comments Comprehensive Transportation Plan Input Events

1	Public access on trails planned for private property is not a good idea.	Comment noted.
1	Trails and bike routes are recreation not transportation.	Trails and bike routes may also be important elements of a successful TLC projects such as those envisioned in the Alternative Modes Element.
1	Pleasants Valley Loop in North Vacaville shouldn't be considered as part of the Trails Plan.	Trails that are incorporated into the Phase I Countywide Trails Plan are the result of existing city general plans, Solano County general plan, Bay Area Ridge Trail
1	Concerned about "Power of Eminent Domain" for trails and open space projects. Land owners don't want to see that happen.	Comment noted. The STA will not have "Power of Eminent Domain" for trails and open space projects. This plan is only included to conceptually depict existing and planned trails.



DATE: May 1, 2002
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director for Planning
RE: Revisions to Comprehensive Transportation Plan

Background:

On March 13, 2002, the STA Board released the Draft CTP and all three elements for public review and comments. STA Board members and staff have now presented the plan at seven public input events. Comments have been received and compiled from each of the events including various verbal comments, e-mails, letters, comment cards and phone calls. A Notice of Completion on the proposed Negative Declaration was also circulated and noticed for a 30-day comment period from April 1 to May 1, 2002.

Discussion:

The Draft CTP and its three draft elements (Transit; Arterials, Highways and Freeways; and Alternative Modes) have been well received throughout the county. Most of the written and verbal comments are generally very supportive of the entire plan, particularly efforts to: improve the I-80/680/12 interchange; provide additional express bus, commuter rail, ferry, ridesharing, and transit services for elderly and disabled services; and support for various bicycle and Transportation For Livable Community (TLC) projects. Some of the other specific concerns and needs raised include:

1. Need to make other improvements along I-80 in addition to the I-80/680/12 interchange
2. Concerns about the need for and utilization of High Occupancy Vehicle (HOV) lanes
3. Request from the Bay Area Transportation and Land Use Coalition (BATLUC) to provide additional resources for enhancing local bus service, develop a "Smart Growth" incentive program and design highway projects to reduce their negative impacts.
4. Request from Benicia to conduct a feasibility study to determine future potential ferry service.
5. Need for widening S.R. 12 and adding a new Rio Vista bridge to accommodate increased auto and truck traffic.

7. Requests for additional resources for bus routes better linking Solano County to BART and other Bay Area transit systems.
8. Additional park and ride lots in Vallejo.
9. Later evening and Sunday bus services.
10. Additional connecting bicycle routes and maintenance of existing ones.
11. Additional transit connections to accommodate tourism.
12. Protecting rural routes like Lake Herman Road.
13. Prioritizing transportation projects.
14. Consideration of a long-term transportation needs of Travis Air Force Base. (See attached letter dated 4-30-02 from Col. David Lefforge).
15. Incorporating adequate bicycle and pedestrian routes in projects such as the I-80/680/SR 12 Interchange.
16. Need for better transit service coordination throughout the county.

Recently, staff reviewed the Draft CTP Summary and each of the three elements and developed an errata sheet and additional suggested text, funding and graphics changes to the Plan (see Attachment "A"). Work has continued on refining the total project costs as additional information becomes available. Some of the major additional total project costs that are proposed to be added to the list entitled "CTP 2025 Funding Needs" including additional or updated total project cost estimates for:

- Add Intercity Bus Transit Plan (Phase 3) (\$177 million)
- Add Commuter Rail Service (Calculated to cost approximately \$235 million operating cost, rolling stock and track improvements over 20 years depending on level of and type of services to be recommended in the three feasibility studies underway)
- Add Paratransit Capital Improvements estimate (to increase vehicles from 8 – 26) (\$14 million)
- Add Paratransit Service Expansion (to increase countywide services for elderly and disabled services by approx. three fold or more) (\$40 million)
- Update Intercity Transit Hubs estimate (increase from \$12 mil. to \$49 million)
- Add additional I-80 safety, operational and capacity corridor improvements expected along Segments 6,7 (Vacaville and Dixon) and 4 (Vallejo) as a result of the pending segment analyses of the I-80/680/780 Corridor Study (\$150 million)
- Add a preliminary cost estimate for safety and operational improvements expected to be needed along S.R. 113 (I-80 to S.R. 12) (\$50 million)
- Add Countywide Trail Improvements – Phase 1 (\$11 million)
- Update County TLC/Enhancement Program ("Smart Growth" incentives) to include additional proposed projects and total cost estimates submitted by member agencies (increase from \$62.8 mil. to \$100 million); This includes good initial estimates to provide the basic TLC/enhancements for certain projects and some other very preliminary order of magnitude estimates as a starting point for the wide variety of projects submitted. Staff will continue to work with project sponsors to refine project estimates and project scope in order to develop more detailed candidate projects for future regional and countywide enhancement program cycles.

If all these additional projects were added to the plan, it would increase the total project needs by about \$700 million or about \$3.9 billion, leaving a revised shortfall of about \$3.0 billion. A revised "CTP 2025 Funding Needs" list (to replace the list shown on page 39 of the Draft CTP Summary) has been prepared for review and approval by the STA Board.

The revised "CTP 2025 Funding Needs" also incorporates additional proposed projects, programs or cost estimates that were submitted or discussed at the public input events, TAC or SolanoLinks Transit Consortium meetings. At this time, only additional regional or countywide significant projects have been considered for inclusion into the CTP, which primarily analyzed countywide traffic and transit demand and proposes projects/services of countywide significance.

On April 24, 2002, the SolanoLinks Transit Consortium and the STA TAC both forwarded unanimous recommendations to the STA Board incorporating additional and revised needs, cost estimates and text changes as recommended in this revised Final CTP.

Attached is a summary of all the public comments received to date including the written correspondence submitted along with a final list of recommended cost revisions, text and other changes recommended to the Draft Plan for review by the STA Board.

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:

Adopt the attached Resolution: 1.) Approve the Final 2002 Solano Comprehensive Transportation Plan including all recommended revisions contained in Attachment "A" including the revised "CTP 2025 Funding Needs" table; 2.) In accordance with CEQA, authorize the Executive Director to publish a Notice of Determination approving a Negative Declaration for the Plan and 3.) Authorize the Executive Director to make all final recommended edits, print and distribute copies of the Final CTP including the three related elements.

Attachments

RESOLUTION NO. 2002-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING THE 2002 SOLANO COMPREHENSIVE TRANSPORTATION PLAN
INCLUDING VARIOUS FINAL REVISIONS TO THE DRAFT CTP 2025 AND
RELATED ELEMENTS AND AUTHORIZING FILING OF A NOTICE OF
DETERMINATION FOR THE NEGATIVE DECLARATION**

WHEREAS, on March 13, 2002 the Solano Transportation Authority released the Draft Solano Comprehensive Transportation Plan including the CTP summary, Transit Element, Arterials/Highways/Freeways Element, and Alternative Modes Element; and

WHEREAS, 500 copies of the CTP summary were printed and circulated to the general public, community groups, agencies and businesses; and

WHEREAS, copies of the entire plan including the full text and appendixes of each of the three elements were made available on the www.solanolinks.com web site; and

WHEREAS, seven public input meetings have been held in each of the cities of Solano County with full opportunities provided for public comments; and

WHEREAS, a Notice of Completion has been prepared and publicly noticed in one or more newspapers of general circulation in Solano County in accordance with CEQA; and

WHEREAS, the STA Board, the STA Advisory Committees (including the TAC, Transit Consulting, BAC, PCC and TRAC) and members of the public have submitted comments and certain recommended changes have been made to the Draft Plan as contained in Attachment "A" and in the revised "CTP 2025 Funding Needs" list;

NOW, THEREFORE, BE IT RESOLVED, that the STA Board hereby approves the March 13, 2002 "Draft Solano Comprehensive Transportation Plan" including the Transit, Arterials/Highways/Freeways and Alternative Modes Elements, as amended by: Attachment "A", the revised "CTP 2025 Funding Needs" list and other necessary edits, text changes and refinements determined by the STA Board and Executive Director are needed for consistency, printing and distribution of the Final CTP including the three related elements;

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the STA staff is authorized to file with the Solano County Recorder a Notice of Determination on the Negative Declaration prepared for the Solano Comprehensive Transportation Plan.

John Silva, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 8th day of May 2002.

Daryl K Halls, Executive Director
Solano Transportation Authority

Attachment A
to

**STA Resolution of May 8, 2002 Approving the
2002 Solano Comprehensive Transportation Plan**

May 8, 2002 Revisions to March 13, 2002 Draft CTP and related elements:

CTP 2025 Summary

- Add to a title page: “The preparation of this CTP has been partially funded through an FTA Section 5303 grant from the Metropolitan Transportation Commission.”
- Revise Acknowledgements: STA Board Alternates: Pete Raey
- Delete the line: “Please submit comments on the Draft CTP by May 1, 2002”
- Add the following statement : This CTP has been developed as an overall integrated system of complementary travel modes to meet the projected demand for mobility through the year 2025. Building on past successes, this plan proposes a variety of new and enhanced transportation projects and services needed throughout Solano County.”
- Page 3: Replace photo in upper right hand corner with PCC photo
- Update any reference to the YSAQMD as follows: Yolo/ Solano Air Quality Management District
- Update Page 4 to read “Another series of community input meetings were held are scheduled to review the Draft Plan in March and April and May 2002.”
- Page 10: Revise the sentence... “the Jepson Parkway Project, and the Fairfield/Vacaville Intermodal Rail Train Station .”
- Page 17: Add “Ferry Service” to list of needs
- Page 18: Replace the “Year 2000 Bus Ridership” graphic with an enhanced Figure 8 from Transit Element entitled: “Solano 100 Bus System”
- Page 18: Reduce size of the Vallejo Ferry terminal location map.
- Update Page 19: The STA is working with BART, Contra Costa Transportation Authority, Sacramento Regional Transit...
- Page 27: Update the “Road Maintenance Needs” chart and costs to reflect passage of Prop. 42
- Page 29: Color in block No. 1 as funded
- Update Page 35: Phase 1 of the Countywide Trails Plan entails work with a the Trails Advisory Committee... The Phase 1 work will be has been incorporated...
- Page 35: Replace “Trails System Needs” with final Countywide Trails Plan - Phase 1 map
- Page 37: Update map entitled Countywide Transportation for Livable Communities Projects to include all additional projects listed in the final Alternative Modes Element
- Page 38: Update as follows: ...approximately \$3.29 billion based on the following p-preliminary-revised list entitled “CTP 2025 Funding Needs.”
- Page 39: Update total costs and shortfalls including addition of:
 - Intercity Bus Transit Plan (Phase 3) (\$125 million)

- Identify Travis Air Force Base as a major employer in Solano County and the need to support long term transportation needs of the base
- Page 18: Update “Figure 6 - Existing Intercity Transit Services” map with new SolanoLinks map expected to be completed in May 2002
- Pages 29 and 30: Incorporate the tentative plans to develop an interim Route 30 to provide Express Bus service to Sacramento during 2002/03 and the potential long term alternatives of creating a combined Route 30/40 service from Sacramento, Davis, Dixon, Vacaville, Fairfield, Benicia-Walnut Creek BART
- Figure 11: Update map to show the “Sacramento BART Commuter Rail Link” extending to Dixon and also add a title box to map

Arterials, Freeways and Highways Element

- Add to a title page: “The preparation of this CTP element has been partially funded through an FTA Section 5303 grant from the Metropolitan Transportation Commission.”
- Revise Acknowledgements to read: Cameron Oakes, Caltrans District 14
- Revise the “Road Maintenance Needs” text, chart and costs to reflect passage of Prop. 42
- Page 13: Color in block No. 1 of Travel Safety Projects as funded
- Include additional explanation in element responding to e-mail dated April 22, 2002 from Cameron Oakes, Caltrans District 4
- Incorporate the points made in the letter dated 4-30-02 from Col. David Lefforge, Travis Air Force Base

A. Alternative Modes Element

- Prepare cover format consistent with the CTP summary cover.
- Add to a title page: “The preparation of this CTP element has been partially funded through an FTA Section 5303 grant from the Metropolitan Transportation Commission.”
- Incorporate the entire “Alternative Modes Needs By Jurisdiction” list and explanation from CTP 2025 Summary
- Incorporate any additional TLC Candidate Projects and cost estimates recommended by STA TAC and/or STA Board into final element
- Page 33: Put in latest version of BikeLinks map cover
- Revise Page 38: Phase 1 of the Plan, ~~to be completed by June 2002~~ completed in May 2002, entails...
- Page 38: Incorporate \$11 million cost estimate for Phase 1 trails plan
- Figure 4: Replace “Countywide Trails Map” with final “Countywide Trails Plan - Phase 1” map
- Revise Page 41 to read: The Metropolitan Transportation Commission’s Transportation for Livable Communities Program and transportation enhancements have utilized CMAQ and Transportation Enhancement (TE) funds to program \$36 million to 46 \$57 million to 47 “smart growth” projects around the Bay Area... In addition, since 1998 \$24 million of transportation enhancement funds have been awarded directly to each of the congestion management agencies including \$1.5 million to the STA and its member agencies.

- Page 43: Revise Dixon Streetscape Project to read: ...” includes plans to enhance one and one half blocks of First Street B Street and North Jackson Street between First and A Street, also known as S.R. 113 through downtown. The project limits extend approximately one quarter block beyond A and B streets...”
- Page 48: Dixon Multi-Modal Transfer station: “...developed in three phases. on both sides of the Union Pacific Railroad tracks at Jefferson and B Streets.”
- Page 50: Add current color site plan and graphics for Fairfield/Vacaville Intermodal Train station
- Page 53: Vacaville Bus and Transfer Point: “The location of the terminal will be located in downtown Vacaville off of the north end of Kendal Street, between Dobbins and Parker Streets site is yet to be determined.
- Page 55: Incorporate additional preliminary TLC/enhancements project cost estimates as follows:
 - Fairfield: Multi Modal North Connector: \$5 mil.
 - Solano County Government Center/Streetscape/Pedestrian Access Improvements: \$5.7 mil.
 - Rio Vista Downtown Revitalization Project: \$1.2 mil.
 - Rio Vista Waterfront improvements: \$1 mil.
 - Vacaville: Davis Streetscape Project \$1 mil.
 - Vallejo: Mare Island Redevelopment Project: \$10 mil.
 - Vallejo: Sereno Transit Center \$3 mil.
 - Vallejo: Georgia Street Extension: \$1.3 mil.
 - Vallejo: Waterfront Improvement Project: \$3 mil.
 - Vallejo: Vallejo Downtown Pedestrian Improvement Project: \$5 mil.
 - Vallejo: Wilson Avenue Improvement project \$1 mil.
 - Revise Total Cost Estimate to \$100 million
- Page 55: Update Livable Communities “Secured Funding” and “Funding Needed” amounts accordingly

Comprehensive Transportation Plan 2025 Funding Needs

(All costs in millions of 2001 dollars)

PROJECT/PROGRAM	TOTAL COSTS	EXISTING FUNDING ¹	TRACK 1 FUNDS ²	SHORT-FALL	TRACK 2 FUNDS	NET AFTER TRACK 2
TRANSIT ELEMENT						
Bus, Ferry & Paratransit Operating Shortfall	75.0	-	-	75.0	75.0	-
Vallejo Transit Capital Replacement	40.1	-	40.1	-	-	-
Intercity Transit Hubs	49.0	-	5.0	44.0	7.0	37.0
Intercity Bus Transit Plan (Phase 3)	177.0	-	-	177.0	-	177.0
I-80 Express Bus Capital Improvements	20.4	-	3.5	16.9	16.9	-
I-680 Express Bus Capital Improvements	4.1	-	2.1	2.0	2.0	-
Vallejo Ferry Terminal Improvements	93.0	14.6	10.4	68.0	5.0	63.0
Commuter Rail Plan	235.0	-	10.0	225.0	19.6	205.4
Paratransit Capital Improvements	14.0	-	-	14.0	-	14.0
Paratransit Service Expansion	40.0	-	-	40.0	-	40.0
Subtotal	747.6	14.6	71.1	661.9	125.5	536.4
ARTERIALS, HIGHWAYS & FREEWAYS ELEMENT						
I-80/I-680/SR 12 Interchange	740.0	38.0	135.0	567.0	227.0	340.0
Jepson Parkway Project	141.0	52.5	43.0	45.5	-	45.5
SR 12 (Jameson Canyon) ³	62.4	4.2	58.2	-	-	-
I-80 Widening (Vacaville to Dixon)	60.0	8.0	12.5	39.5	22.5	17.0
I-80 Corridor Improvements (Segments 4, 6, & 7) ⁴	150.0	-	-	150.0	-	150.0
Local Interchange Improvements	350.0	-	10.0	340.0	290.0	50.0
STP Planning Funds for County	3.2	-	3.2	-	-	-
Widen SR 37 to 4 lanes with mitigation	154.5	-	-	154.5	154.5	-
SR 12 Improvements (I-80 to Sac. River)	109.0	-	-	109.0	109.0	-
SR 113 (I-80 to SR 12) ⁴	50.0	-	-	50.0	-	50.0
I-80 HOV Lanes (I-680 to I-505)	150.0	-	52.4	97.6	97.6	-
I-80 and /or I-680 HOV Lane Projects ⁴	100.0	-	-	100.0	100.0	-
Road Maintenance (all local roads)	554.2	133.0	32.5	388.7	-	388.7
SR 12 Safety Project (I-80 to Sac. River)	34.0	32.0	2.0	-	-	-
Safety Projects	28.0	-	3.0	25.0	25.0	-
Local Arterial Improvements	339.41	29.55	-	309.86	-	309.86
Subtotal	3025.71	297.25	351.8	2376.66	1025.6	1351.06
ALTERNATIVE MODES ELEMENT						
Bicycle/Pedestrian Improvements	53.0	-	5.0	48.0	33.0	15.0
Trail Improvements	11.0	-	-	11.0	-	11.0
Park-and-ride Lots	28.0	-	3.0	25.0	25.0	-
Ridesharing Program	16.1	-	-	16.1	-	16.1
County TLC/Enhancement Program	100.0	-	9.7	90.3	-	90.3
Subtotal	208.1	-	17.7	190.4	58.0	132.4
Prop. 42 Capital Funds (RTIP)	-	148.0	-	<148.0>	-	<148.0>
TOTAL	3,981.41	459.85	440.6	3080.96	1209.1	1871.86

¹ Existing funding includes revenues from Proposition 42 passed in March 2002.

² Track 1 funds come from federal, state, and local programs that are currently available. Track 2 funds would come from new revenue sources such as a local sales tax and increased funding through new programs.

³ The total cost noted for the Route 12 (Jameson Canyon) Project is for the portion within Solano County only, and does not include the portion in Napa County.

⁴ Preliminary estimate pending completion of Major Investment Studies.

Solano Comprehensive Transportation Plan 5/2/02
Draft Plan Comment Summary

<i>Arterials, Highways, and Freeways</i>		Draft Response
2	Highway 12 needs to be four lanes.	A Major Investment Study (MIS) was completed for Highway 12 in 2001 and one of the long term recommendations is to widen the Highway to four lanes from I-80 to the Rio Vista Bridge. Estimated cost to complete SR 12 improvements is \$109 million and is listed in the CTP Project Implementation list as being completed from 2008 to beyond 2025. (Pg 5, 16 -Arterials, Highways, and Freeways Element)
1	Need to reconstruct Rio Vista draw bridge so that it doesn't affect Hwy12 traffic	The STA and the City of Rio Vista are pursuing grant funding for a Rio Vista Bridge Feasibility Study. (Pg 7 - Arterials, Highways, and Freeways Element)
1	Restrict "pleasure" boat drivers from activating the Rio Vista bridge during commute times	Comment noted.
1	Speeds are intolerable on Highway 12 and through the City of Rio Vista	Comment noted.
2	Create a bypass for the entire I-80 corridor.	Comment noted.
1	I-80 needs to be fixed so that it wouldn't be a regional bottleneck.	The Solano Comprehensive Transportation Plan identified major improvements for I-80 which includes widening, safety improvements, HOV lanes and interchange improvements. (Pg. 16, Arterials, Highways, and Freeways Element)
1	Something needs to be done to relieve the traffic before it gets worse.	Comment noted.
2	Lake Herman Road and other rural roads throughout the county need to be protected.	Comment noted
1	I-80 is a Federal Highway so the Federal Government should take care of it.	Comment noted.
1	California's freeway problems are so much worse compared to other states.	Comment noted.
1	Concerned about Cordellia Road being widened.	Comment noted.

Transit

9	Rio Vista needs bus/transit through out the county and to Bay Point, to connect to Rail, BART, and Ferry services to get to other transit hubs.	Intercity Bus service is addressed in a small phased funding strategy that comprise of "What if more funding was dedicated" type scenarios. (Pg 32, Transit Element)
1	(Vallejo) local transit needs funding.	Comment noted
1	Lower prices for shuttle service from Rio Vista to BART in Pittsburg.	Comment noted
1	Future funding for rail, expanded bus, and ferry service from Benicia should be included.	Intercity Bus service is addressed in a phased funding strategy that comprise of "What if more funding was dedicated" type scenarios. (Pg 32, Transit Element). A Benicia rail station near Lake Herman Road is one of three rail station sites proposed for future implementation in Solano County. (Pg 47, Transit Element).
1	Intermodal station in Benicia will be growth inducing.	Comment noted.
1	Study for Vallejo ferry to service Benicia should begin when fourth ferry is online rather than fifth ferry.	Comment noted.
1	Solano County needs commuter rail service.	There are several commuter rail service studies currently being discussed. The STA is participating in the Auburn to Dixon Commuter Rail Study, the Napa-Solano Rail Study and the Contra Costa-Solano Commuter Rail Study. (Pg. 47, Transit Element)
2	Paratransit and elderly transportation services need to have more funding. Services need to be increased.	The CTP identifies four levels of service increase as more funding becomes available. (Pg 56, Transit Element)
2	Develop and fund public transportation to allow tourism and weekend visits of special destinations such as Point Reyes National Park, Lake Tahoe.	Comment noted.
2	Need for weekend, evening, and express transit service.	Comment noted.
1	Need a comprehensive informational service plan for transit for the entire Bay Area.	Solano Napa Commuter Information is Solano and Napa County's most effective tool for coordinating and distributing information on alternative modes of transportation.
2	Vallejo buses are too crowded, riders are frightened especially during school times.	Comment noted.

1	Attention needs to given to the development of a railroad spur for Travis AFB	Comment noted.
1	Rail road tracks need to be cleaned.	Comment noted.

Alternative Modes

4	Encourage the cities to coordinate their land use decisions with this plan/ link landuse to transportation better.	The STA will continue to provide planning and funding assistance to candidate projects from member agencies that demonstrates "TLC" type landuse designs. The Jepson Parkway Plan is an example of the STA's commitment to a partnership in land-use transportation planning. (Pg 3, Alternative Modes Element).
1	Amenities such as bathrooms are needed for transit and park and ride facilities.	Comment noted.
1	The plan should include information for completing gaps in sidewalks and for underground utilities for the cities.	Comment noted.
1	CHP officers need to enforce HOV lanes.	Comment noted.
2	HOV lanes are not affective.	Comment noted. Several segments of the I-80 corridor currently exceed Caltrans HOV lane threshold carpooling and vanpooling rates and would qualify for an HOV type facility. (Pg. 9, Arterials, Highways, and Freeways Element)
1	Public access on trails planned for private property is not a good idea.	Comment Noted.
1	Park and ride lots will turn the city into a parking lot for other cities.	Park and ride lots serve as important staging areas for carpools, vanpools, and transit. Solano County is one of the largest commuter counties in the Bay Area, a total of about 20% of commuters either carpool or vanpool. (Pg. 14, Alternative Modes Element)
1	Plan should give priorities to viable alternatives and not just the status quo.	Comment noted.
1	Growth needs to be accommodated in the cities and open space needs to be protected.	Comment noted.
2	Bike facilities need to be included in any major improvement projects (I-80/680/12 IC).	The STA Bicycle Advisory Committee (BAC) continues maintain the Countywide Bicycle Plan and provides input on projects to include appropriate bicycle/pedestrian facilities. (Pg. 31, Alternative Modes Element)
1	Bicycle route maintenance are inadequate.	Comment noted.
1	Security will be needed for transit and park and ride facilities.	Comment noted.
1	Buses, Rails, Ferries should have more capacity for bicycles.	Comment noted.
1	Capital Corridor has too many stops, it would discourage riders if there are too many stops.	Comment noted.
1	Trails and bike routes are recreation not transportation.	Trails and bike routes may also be important elements of a successful TLC projects such as those envisioned in the Alternative Modes Element.
1	Pleasants Valley Loop in North Vacaville shouldn't be considered as part of the Trails Plan.	Trails that are incorporated into the Phase I Countywide Trails Plan are the result of existing city general plans, Solano County general plan, Bay Area Ridge Trail
1	Projects should consider whether it would be growth inducing when they are completed.	Comment noted.
1	Vallejo needs additional park and ride lot facilities.	Comment noted.
1	Different types of energy/ fuels should be considered CTP.	Comment noted.
1	Concerned about "Power of Eminent Domain" for trails and open space projects. Land owners don't want to see that happen.	Comment noted. The STA will not have "Power of Eminent Domain" for trails and open space projects.

Funding

1	Sales tax would raise prices, prices of homes are already expensive.	Comment noted.
2	Traffic needs to be studied to determine where it is being generated and the origins of the traffic should be accountable and should assist in funding improvements.	Comment noted.
5	Funding for transportation projects should be more balanced.	
1	Limit spending to a few priority transportation projects	Comment noted.
3	Increase gas tax for more transportation projects and services.	Comment noted.

1	STA should focus on who is going to review and implement the proposed transportation sales tax.	Comment noted.
1	The transportation sales tax would create another level of government bureaucracy.	Comment noted
1	An increased toll to fund additional ferry services is a bad idea, toll money should pay for additional roads.	Comment noted.
1	Solano sales tax is one of the lowest compared to other Bay Area Counties.	Comment noted.
1	Incentives should be created for cities that don't grow.	Comment noted.

General Comments on CTP

1	Comprehensive Transportation Plan needs to focus on how the proposed plan achieves the STA's overarching goal.	Comment noted.
1	Comprehensive Transportation Plan needs to have language that specifies which projects are concepts only.	Comment noted
1	Reference is needed when standards and congestion levels are discussed; need to specify what these are.	Comment noted.
1	Costs listed in the Comprehensive Transportation Plan as "To Be Determined" (TBD) will need to be clarified before it is approved.	Comment noted.
1	Results from the Comprehensive Transportation Plan public input needs to be publicized.	Comment noted.
1	A comprehensive plan that includes the transportation plan, agriculture, city plans, and regional plans should be developed for all of Solano County.	Comment noted.
2	The plan should be more balanced in the travel choices it supports.	Comment noted.
1	Plan should address environmental concerns that the project may create.	Comment noted.

Member Agency Response

Caltrans District 4 Division of Planning	Clarification of how the current traffic counts from Caltrans compared with the existing counts used in the County Traffic Demand Model is needed.
	How were the transportation needs identified in the Transportation Needs Survey for the major freeway corridors in Solano County?
IGR/CEQA Branch	"We are satisfied that the proposed activities will not significantly impact the State highway system."
City of Vallejo	Please amend the Draft Solano Comprehensive Transportation Plan to include the following new or revised parts of the Transit Element (See Letter regarding Proposed Amendments to STA Regional Transportation Plan in Letters from Vallejo)
Travis AFB	Repair/ relocate primary truck route for Travis AFB at Suisun City South Gate.
	Maintain and upgrade Fairfield city roads on Travis AFB.
	Maintain and upgrade Fairfield city roads on Travis AFB.



DATE: May 2, 2002
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Formation of Local Transportation Authority for Development and Administration 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

On December 12, 2001, based on a recommendation by the Local Funding Subcommittee, the STA Board supported the adoption of a preliminary schedule for development of the Expenditure Plan and formation of a Management Committee and Community Advisory Committee (originally titled Community Steering Committee) to guide the development of the Transportation Expenditure Plan.

In January 2002, the Solano Economic Development Corporation (SEDCORP) and California Alliance for Jobs jointly sponsored a Public Opinion survey of 800 Solano County voters to gauge the level of support for a ballot measure to fund a transportation expenditure plan. The results of the poll indicated that, overall, 78% of voters were supportive of a half cent sales tax for transportation related uses (balancing between positive and negative arguments related to the measure – the results range between 76% and 84% in support). Funding for a number of critical transportation projects (such as I-80/680, Local Road Rehabilitation, and transit for elderly and disabled) was supported by over 80% of those surveyed. The results of the poll were officially released by SEDCORP and the Alliance on April 30, 2002 at a luncheon hosted by SEDCORP. STA

April 30, 2002 at a luncheon hosted by SEDCORP. STA Board Members John Silva and Jim Spering, and I served on the transportation panel convened by SEDCORP.

On April 10, 2002, the STA Board approved another series of recommendations developed by the Local Funding Subcommittee:

1. Establish a Local Transportation Authority to develop and administer the County Transportation Expenditure Plan and authorize the Executive Director to work with the Local Funding Subcommittee to create the LTA ordinance for review and approval by the STA Board, Solano Mayor's Conference and Solano County Board of Supervisors
2. Authorize the Executive Director to enter into a sole source contract with Jones & Stokes, Inc. for an amount not to exceed \$110,000 to prepare a Programmatic Environmental Impact Report for the County Transportation Expenditure Plan
3. Authorize the Executive Director to retain a public information/marketing firm to assist the STA in developing the necessary public information materials to support the development of the Transportation Expenditure Plan for an amount not to exceed \$50,000 in funding from the STA's 2002/03 budget
4. Authorize the STA to retain Bob Grandy and Associates to assist in the development of the Transportation Expenditure Plan for an amount not to exceed \$10,000
5. Approve revised membership of the STA's Community Advisory Committee for the Transportation Expenditure Plan

On April 29th, at 12:30 p.m., at the Travis Federal Credit Union in Vacaville, the Solano Transportation Authority hosted the initial meeting of the Community Advisory Committee (CAC) to discuss development of the Transportation Expenditure Plan. Over 40 participants were in attendance. The second CAC meeting has been scheduled for May 20th at 12:00 p.m. at the same location.

FORMATION OF LTA'S

The Solano County Board of Supervisors can form a LTA by creating an entirely new entity or by designating an existing transportation planning entity (pursuant to Government Code 29532). Each member of the LTA Board must be an elected local official and the Board of Supervisors membership must comprise less than a majority of the members of the LTA Board. The sales tax measure cannot be placed on the ballot before a majority of the Board of Supervisors and the City Councils representing both a majority of the cities in the county and a majority of the population in the incorporated area of the county approves the County Transportation Expenditure Plan (CTEP). The LTA entity is created or designated prior to adoption of the expenditure plan and passage of the sales tax measure and there is no review and approval of the CTEP by MTC. The County Board of Supervisors and the cities can amend the Expenditure Plan to add projects upon approval. All but two of the counties in California that have approved a sales tax for transportation have established a LTA to govern the transportation sales tax and expenditure plan for their respective county's.

projects upon approval. All but two of the counties in California that have approved a sales tax for transportation have established a LTA to govern the transportation sales tax and expenditure plan for their respective county's.

Discussion:

In response to the STA Board action of April 10, 2002, staff working with Stan Taylor (Nossaman, Gunther, Knox, and Elliott LLP), the STA's legal consultant for development of the Expenditure Plan, Chuck Lamoree, the STA's General Counsel, and Dennis Bunting, County Counsel, has prepared the draft County resolution for creation of the Local Transportation Authority, designated in the resolution as the Solano Transportation Improvement Authority (STIA). The Local Funding Subcommittee is recommending the governance for the LTA be similar to the current configuration of the STA Board (one appointment by the Mayors of each of Solano's seven cities and one by the Solano County Board of Supervisors), be staffed by the STA, but that the roles and functions of the LTA be separated from the transportation planning and funding responsibilities of the Solano Transportation Authority. Attached is a resolution recommending the formation of the Solano Transportation Improvement Authority (STIA) to serve as the Local Transportation Authority (LTA) to develop the draft Expenditure Plan for Transportation and administer the expenditure plan and sales tax after it is passed by Solano County voters. After STA board approval, this resolution will be forwarded to the Solano County Board of Supervisors and seven Solano County cities for their review and approval. In order to create a new LTA, the resolution must be approved by the Solano County Board of Supervisors and a majority of the cities representing a majority of the population. Concurrent with supporting the creation of the STIA, each appointing agency will be requested to designate their appointment to the STIA Board. The Local Funding Subcommittee is recommending strong consideration be given to designating the STA Board representative be appointed to serve on the STIA to provide a strong linkage between the transportation planning and programming functions of the STA and the new functions of the STIA, and that action of the Board of Supervisors and the seven cities occur in timely manner to enable the creation of new entity, the appointment of its new governing board and scheduling of its initial meeting by June 12, 2002.

COMMUNITY ADVISORY COMMITTEE

The second meeting of the STA's Community Advisory Committee (CAC) is scheduled for Monday, May 20, 2002, at 12:00 p.m., at the Travis Federal Credit Union in Vacaville. A third meeting of the CAC is scheduled for June 17, 2002 at 12:00 p.m., at the same location. Based on input from CAC members and various interest groups an additional list of appointees are recommended to be added to the membership of the CAC. Attached (in bold) is a revised list of invited members for review by the STA Board. Also attached is a summary of comments provided at the initial CAC meeting held on April 29, 2002.

forward the resolution to the Solano County Board of Supervisors and seven city councils recommending their review and approval

2. Appoint additional participants to the Community Advisory Committee as specified in the attachment

Attachment

DRAFT

RESOLUTION NUMBER 2002-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
RECOMMENDING THE CREATION OF THE SOLANO
TRANSPORTATION IMPROVEMENT AUTHORITY (STIA)**

WHEREAS, the Solano Transportation Authority (STA) is a joint powers authority comprised of the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano, serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning, and allocating federal, state and regional transportation funds for priority transportation projects; and

WHEREAS, in 1998, Solano County voters approved Advisory Measure F (74%) that outlined a series of transportation projects and programs to relieve congestion and improve travel safety throughout Solano County, and

WHEREAS, over the past two years, the STA has developed a multi-modal Comprehensive Transportation Plan (CTP) that provide a blueprint for the Solano County's entire transportation system and will guide the implementation and priorities for future transportation funds; and

WHEREAS, the CTP has been developed with a substantial amount of input from and in partnership with the STA's eight members agencies and after receiving input from the public at fourteen separate public input meetings; and

WHEREAS, STA has identified a \$3 billion funding shortfall over the next 20 years in order for Solano County to address the transportation needs highlighted in the CTP and noted four primary new funding options for providing the necessary funds to address the transportation needs in the CTP, including a local sales tax for transportation; and

WHEREAS, the Solano Economic Development Corporation (SEDCORP) and California Alliance for Jobs recently released the results of a jointly sponsored public opinion survey of 800 Solano County voters that indicated 78% support for Solano County to pass a ½ cent, 20 year sales tax for a specific list of transportation projects and improvements; and

WHEREAS, the STA Board has initiated the process for the development of a County Transportation Expenditure Plan (CTEP) and formed a Community Advisory Committee (CAC), representing a broad spectrum of community, public and private sector interests and viewpoints, to provide public input into the development of this Expenditure Plan; and

WHEREAS, the imposition of the one half of one percent transactions and use tax, and the approval of the expenditure plan will benefit the citizens of Solano County consistent with the STA's mission statement," to improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality", and the STA is recommending a Local Transportation Authority be created to develop and approve the CTEP and administer the sales tax measure when it is approved by Solano County voters.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Division 19 of the Public Utilities Code, the Solano Transportation Authority ("STA") recommends that the Board of

Supervisors create the Solano Transportation Improvement Authority (the Improvement "Authority"). The STA further recommends that a measure be submitted to the voters of the County for their approval, which would, if so approved, do the following:

a) Authorize the imposition by the Improvement Authority of a one-half of one percent transactions and use tax for a period of twenty years, such twenty-year period to begin April 1, 2003.

b) Improve, construct, maintain, and operate certain transportation projects and facilities contained in an Expenditure Plan to be developed and approved by the Improvement Authority, subject to the approval of the County and a majority of the cities having a majority of the population within the incorporated area of the County; and

c) Authorize the Improvement Authority to issue limited tax bonds to finance the transportation improvements set forth in the expenditure plan, and

FURTHER BE IT RESOLVED that STA recommends that pursuant to Section 180050 of the Public Utilities Code, the Solano Transportation Improvement Authority shall have a governing board composed of 8 [eight] members. All members shall be elected officials of a local governmental entity within or partly within the County of Solano. Such 8 [eight] members as of the creation of the Improvement Authority, shall consist of:

- One member of the Board of Supervisors.
- The Mayor of the City of Benicia or a city council member appointed by the Mayor or the city council.
- The Mayor of the City of Dixon or a city council member appointed by the Mayor or the city council.
- The Mayor of the City of Fairfield or a city council member appointed by the Mayor or the city council.
- The Mayor of the City of Rio Vista or a city council member appointed by the Mayor or the city council.
- The Mayor of the City of Suisun City or a city council member appointed by the Mayor or the city council.
- The Mayor of the City of Vacaville or a city council member appointed by the Mayor or the city council.
- The Mayor of the City of Vallejo or a city council member appointed by the Mayor or the city council.
- An alternate may be designated for each regular meeting.
- The appointing constituent local government may designate an alternate to the regular appointed member. Each alternate shall be an elected official of the appointing local governmental entity. The alternate's term of office shall be

coterminous with that of the regular member. When the regular member is not present at the meeting of the Improvement Authority, the alternate may act as the regular member and shall have all the rights, privileges, and responsibilities of the regular member.

- The initial members of the Improvement Authority shall be the members of the STA serving as of December 1, 2002; and.

BE IT FURTHER RESOLVED that the Improvement Authority shall have all of the powers set forth in Division 19 (commencing with Section 180000) of the Public Utilities Code, including all powers incidental or necessary to imposing and collecting a tax and administering the tax proceeds pursuant to Division 19 of the Public Utilities Code and the duly adopted and approved Expenditure Plan.

John Silva, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at regular meeting thereof held this 8th day of May, 2002.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Expenditure Plan Community Advisory Committee

<i>Representing</i>	<i>First</i>	<i>Last</i>
<i>Agricultural Community</i>		
BATLUC	Jeff	Hobson
Benicia Chamber of Commerce	Vern	Sandusky
Benicia City Council	Steve	Messina
Bicycle Advisory Committee		
Board of Supervisors	Skip	Thomson
Board of Supervisors	John	Silva
<i>California Alliance for Jobs</i>		
CHP	Chuck	Monroe
Dixon Chamber of Commerce	Jack	Batchelor
Dixon City Council	Mary Ann	Courville
Education	Stan	Arterberry
Fairfield City Council	Karin	MacMillan
Fairfield/Suisun C of C	Tomi	Van De Brooke
Fairfield/Suisun C of C	Tad	Tobitt
<i>Fire Departments</i>		
Greenbelt Alliance	Natalie	Dumont
Handicapped/Paratransit	Abe	Bautista
Highway 12 Association	Fred	Harris
Large Employer	Bill	Tanner
League of Women Voters	Bernice	Kaylin
Police Departments		
<i>Property Rights Group</i>		
Rio Vista Chamber of Commerce	John	Bento
Rio Vista City Council	Ed	Woodruff
School Board	Gary	Falati
SEDCORP	Frank	Jackson
SEDCORP	David	Esparza

<i>Representing</i>	<i>First</i>	<i>Last</i>
SEDCORP	Beverly	Gilmore
SEDCORP	Don	Erickson
SEDCORP	Gary	Gray
SEDCORP	Jeff	Brown
SEDCORP	John	Ash
SEDCORP	Bruce	Reed-Goodmiller
SEDCORP	Gary	Andrews
SEDCORP	Ed	Schaffnit
SEDCORP	Tom	Chowaniec
Senior Representative	Dick	Brann
Service Unions		
Small Business	Steve	Lessler
Small Employer	Rudy	Manfredi
<i>Solano Land Trust</i>		
Solano Works Representative		
STA Board of Directors	Rischa	Slade
STA TAC	Morrie	Barr
Student	Phil	McCaffrey
Suisun City Council	Jim	Spering
<i>Tax Payers Associations</i>		
Teachers	Ted	Bynum
Trails Advisory Committee	Kathy	Hoffman
Transit	Pam	Belchamber
Transit Rider		
Travis AFB		
<i>Tri Cities and County Cooperative Planning</i>		
Unions	Bran	Eubanks
Unions	Roger	Wilson

<i>Representing</i>	<i>First</i>	<i>Last</i>
Unions	Lou	Franchimon
Vacaville Chamber of Commerce	Kevin	English
Vacaville Chamber of Commerce	Bob	Purves
Vacaville City Council	David	Fleming
Vallejo Chamber of Commerce	Larry	Asera
Vallejo City Council	Joanne	Schivley
Vanpool Driver	Bob	Garcia
Yolo/Solano Air Quality Management District	Larry	Greene



DATE: May 1, 2002
TO: STA Board
FROM: Peter Martin, Wilbur Smith Associates,
Tony Bruzzzone, Wilbur Smith Associates,
Nancy Whelan, Nancy Whelan Consulting
RE: Route 30/40 Transit Study

Background:

Route 30 is an intercity bus service, operated by Fairfield-Suisun Transit, linking the Fairfield Transportation Center and Solano Mall with Vacaville, Dixon and Davis. For some time STA staff and members of the SolanoLinks Consortium have been concerned with the performance, efficiency and effectiveness of this service.

Route 30 operates with a four-round trip schedule. The current schedule is as follows:

Leave Fairfield	Arrive Davis	Leave Davis	Arrive Fairfield
6:48am	7:42am	7:44am	8:54am
8:56am	10:06am	10:08am	11:16am
1:04 pm	2:11pm	2:12pm	3:31 pm
3:49pm	4:57pm	5:07pm	6:11pm

In early February, STA consulting staff conducted a survey of patronage on the intercity Route 30. Only two trips carried reasonable numbers of passengers – the 648 am trip to Davis carried 27 passengers (with a maximum load of 19) while the 507 pm trip from Davis carried 18 (with a maximum load of 16). All the other trips carried four passengers or less.

Discussion:

1. Service Design Policies

In general, transit service should be efficient and effective. Clearly, several of the midday Route 30 trips are neither. Accordingly, to create a marketable service, STA consultant staff proposes that fewer trips be operated but that those trips serve the large and latent market in downtown Sacramento. In addition, “reverse-commute” trips are very lightly used and it is recommended to conserve bus hours by “expressing” to the garage with limited stops.

2. Short Term Recommendation

2. Short Term Recommendation

Route 30 currently consumes about 9.5 vehicle hours of service daily. The proposed schedule eliminates one round trip, extends service to Sacramento, and reduces service hours to about eight per day. The recommended schedule is attached.

STA consultant staff believes that this proposed schedule would be more efficient and effective than current service allocations. All current peak hour attractions at UC Davis would still be served, along with the additional Sacramento attractions.

3. Longer Term Alternatives

STA staff has considered the importance of linking Vacaville and Dixon with Sacramento via a permanent, high quality transit service. City of Vacaville staff considers the extension of Route 30 to Sacramento to be only a temporary stopgap to the more pressing need for transit service into the State Capitol. By serving Davis, the existing Route 30 market, prior to Sacramento, service will be slower and may reduce demand for the large Sacramento market.

In the long term, an "express-bus" service, as envisioned in the Transit Element of the Comprehensive Transportation Plan, would provide that high quality and fast service. This service could be developed in conjunction with the expansion of the FST Route 40 service -- service could be operated from Walnut Creek BART to Sacramento via stops at Benicia Industrial/Intermodal Facility, Fairfield Transportation Center, Vacaville Regional Transportation Center (Davis Street Park and Ride), Dixon (Market Lane at Pitt School Road), and then express to Sacramento. FST has an order for five "over-the-road" motor coaches for Fairfield to BART service; an additional three buses would provide for 30-minute peak service along the entire route.

STA consultant staff has developed three alternatives for this service. The *Limited Service Alternative* would provide for 30-minute peak service, one or two midday trips, and service would end at about 7 pm. The cost of this alternative net of fares (assuming 20 percent farebox recovery) would be about \$640,000 annually. The *Modest Alternative* would provide 30-minute peak period service, hourly midday service, and service to about 11 pm. The net operating cost for this service would be about \$1.3 million annually. Finally, the *Robust Service Alternative* would provide for 30-minute service continuously from 5 am to midnight. The net cost of this alternative would be about \$1.8 million annually.

Sample schedules for each of these alternatives are attached. It should be noted that while the Benicia stop is not specifically identified, there is time in the schedule to serve the site, provided it does not add more than five minutes in each direction to the running time. If additional time is required to serve the proposed Benicia facility, then additional vehicles will be required to meet scheduled service frequencies, and costs will increase.

The short-term recommendation and the longer-term alternatives have been discussed with staff from Fairfield, Dixon, and Vacaville. The short term recommendation to restructure Route 30 to provide service to Sacramento requires certain issues to be resolved: fares, specific routing, stops and dwell locations in Sacramento, and final cost. These issues can be addressed in the next few weeks. Public notice and a public hearing and recommendation to

Route 30 service in FY 2001-02. Funding shares for the one-year pilot project would remain the same as funding is currently shared for Route 30.

A funding plan must be developed for the longer-term service alternatives. Additionally, further planning efforts need to be directed at how the service alternatives can best address the unmet transit needs identified for service to Benicia Industrial Park.

Recommendations:

- 1) Approve the short-term Route 30 service restructuring concept and related schedule.
- 2) Request staff to address outstanding issues related to the implementation of the Route 30 restructuring, including fares, specific routing of buses, and stops in Sacramento, and prepare for public hearings and consideration by the STA Board in June 2002.
- 3) Request staff to prepare funding plans for the longer-term alternatives for
 - a) Providing express bus service to Sacramento,
 - b) Addressing how the service will respond to unmet transit needs for Benicia Industrial Park, and
 - c) Addressing transit service needs between Dixon, Vacaville and Fairfield.
- 4) Incorporate and coordinate the results of the efforts above with the I-80 Corridor Transit Study recommended as a part of the Transit Element of the Comprehensive Transportation Plan.



DATE: May 2, 2002
TO: STA Board
FROM: Elizabeth Richards, SNCI Program Director
RE: Welfare To Work
Transit Study Final Report

Background:

For several years the STA and the Solano Napa Commuter Information (SNCI) program have been involved with the County of Solano's Welfare to Work transportation committees. The original committee identified and pursued six strategies to assist SolanoWORKS clients with their transportation challenges. These included car loan, car purchasing, information, guaranteed ride home, and other programs as well as improving transit service. How transit service should be improved remained undefined.

At the end of 2000, MTC offered consultants Nelson/Nygaard to facilitate the process of defining how transit could be improved to better serve SolanoWORKS clients. A SolanoWORKS Transportation Advisory Committee was established with a membership representing social services, community and faith based organizations, transit, child care, employers, and public officials. This committee was established to guide a study of transit needs and identify potential strategies to meet the needs of SolanoWORKS clients. Four Advisory Committee meetings have been held over the past year. They have been well attended by about 30 people at each meeting representing a cross-section interests.

The last meeting facilitated by Nelson/Nygaard was held December 11. At this meeting, Technical Memo #3; SolanoWORKS Programs was reviewed for discussion and input. This memo described the programs developed specifically for SolanoWORKS participants to help reduce transportation as a barrier to gaining and retaining permanent employment. These were developed to respond to the transportation gaps and barriers identified through a series of stakeholder interviews and focus groups. The Advisory Committee then prioritized those gaps and barriers and conducted a brainstorming session to identify strategies to overcome them.

Discussion:

Good discussion and input was generated at the December 11 meeting. The consultants revised the report based on the comments. The Final Report has been completed and is enclosed. This document will be used by the Welfare to Work Transportation Committee to pursue implementation and funding of specific strategies.

One source of potential funding is from MTC's Low Income Flexible Transportation (LIFT) program. A Call for Projects was issued March 11 and applications are due June 28, 2002. Six million dollars are available for the Bay Area. Projects submitted for LIFT funding must be consistent with the Welfare to Work Transportation Report. If funding for fixed route is

submitted, these projects must be consistent with MTC's Lifeline Network Study. In addition, the LIFT projects "must be nominated by a county welfare to work transportation committee."

SNCI is coordinating a Welfare to Work Transportation Advisory Committee meeting to be held Tuesday, May 14 to discuss potential project implementation and candidate projects for LIFT funding. As different agencies are identified as implementing agencies for various strategies, subcommittees may need to be established to further develop the strategies and develop potential project funding proposals.

The STA Consortium reviewed and approved the Final Report in March. In April, discussions began about possible projects to be submitted by the Welfare to Work Transportation Committee for LIFT funding. In April, the TAC recommended that the STA Board approve the report.

Recommendation:

Recommend that the STA Board approve the Solano Welfare to Work Transportation Plan Final Report.

Attachment

*Agenda Item X.A
May 8, 2002*



DATE: May 2, 2002
TO: STA Board
FROM: Jennifer Tongson, Projects Assistant,
Dale Dennis, PDMG,
Rob Collison, Rob Collison Engineering
RE: Highway Matrix Status Report

Background:

An update of the Highway Projects matrix for Solano County is attached.

Recommendation:

Informational.

Attachment

SOLANO HIGHWAY PROJECTS

Status Report, April 2002

	Projects	FUNDING			PROJECT STATUS		
		Projected Cost	% Funded	Fund Sources	Status	Begin Construction	Projected Completion
1	Benicia/ Martinez Bridge	\$545 M	100%	Bridge Tolls	Eight contracts. Main Span Contract in under construction. First order of work is a temporary trestle. 780/680 I/C construction started January 23, 2002. Toll Plaza bids opened on February 13, 2002. Marina Vista I/C will be advertised April 29, 2002. The new bridge opening to traffic scheduled in December 2004.	Summer 1999	2004
2	Carquinez Replacement Bridge	\$355 M (construction only)	100%	Bridge Tolls	Under Construction; project on schedule, 65% complete. The new bridge is scheduled to be opened to traffic in October 2003. Cummings Highway westbound on/off ramp was opened to traffic in January 2002.	Mar-00	2005
3	Highway 37 (Phase I)	\$3.6 M	100%	STIP	Phase I will restore tidal wetlands at Guadalcanal Village and will provide mitigation for the loss of wetland habitat associated with the proposed construction of the 4-lane freeway on SR-37. Contract was accepted on March 29, 2002.	Nov-00	03/29/2002
	Highway 37 (Phase II)	\$52.25 M	100%	STIP	Phase II will construct a four-lane freeway from the Napa River Bridge to Enterprise Street. Contract was awarded December 18, 2001. Contract was approved January 7, 2002. Contractor is O.C. Jones & Sons, Inc.	Mar-02	Dec-05
	Highway 37 (Phase III)	\$65.7 M	100%	ITIP; RTIP	Phase III will construct a four-lane freeway from Enterprise St. to Diablo St. and a partial cloverleaf interchange for Rt. 37/29 intersection. Phase III will be located on a new alignment north of the existing alignment of Rt. 37. PS&E submitted to HQs on February 21, 2002. All permits are secured. R/W certification scheduled for May 2002.	Feb-03	Dec-05
4	Jepson Parkway	\$75 M	66%	TEA-21; STIP; Local	EIS/EIR preparation and concept plan completed; NEPA-404 process underway; 10 segments. Widening of 2 Leisure Town Rd. bridges & culverts in construction (\$1.451M fed). PE & RW underway for I-80/Leisure Town Rd. Interchange modification (\$6.7M fed).	two segments underway	final segments 2004-2007
5	I-80 / I-680 (Auxiliary Lanes)	\$19 M	100%	ITIP	Effort is underway to accelerate auxiliary lane segment completion prior to bridge openings. (Phase I). The Federal Highway Administration approved the FONSI, the final environmental approval, on January 16, 2002. PS & E is about 50% complete.	Spring 2003	Fall 2004
6	I-80 / I-680 (Interchange Project)	\$700 M	TBD	STIP; TCRP; ITIP	\$13 M in Governor's budget for interchange. MIS** started Jan-01 and is scheduled to be completed Dec 02. Fundable segments identified. STA issued RFPs for the North Connector and the mainline widening. Mark Thomas/Nolte team was selected for mainline widening project.	Phase 2 - TBD	Phase 2 - TBD
7	I-80 (Vacaville to Dixon)	\$43 M (construction only)	11%	ITIP; RTIP	10.5 mile stretch to be widened from 6 to 8 lanes. \$9M ITIP programmed for environmental only. Negative Declaration is required for environmental approval. Scoping changes, additional archeological studies and the length of the corridor will require additional time to complete the environmental approval.	PA&ED*** Summer 2003	TBD
8	Highway 12 Widening (Napa-29 to I-80)	\$104 M	\$7 M	TCRP	The environmental document will be EIS/R. Environmental process started. About 80 Permits to Enter are needed to perform various environmental studies. 5 have been obtained to date. Staff is preparing documents necessary to start the NEPA 404 Integration process.	PA&ED July 2005	Spring 2012
9	Red Top Slide (I-80)	\$8 M	100%	SHOPP	State-of-the-art drainage shaft project. Design Sequencing Project. Contract was awarded October 4, 2001 and approved October 15, 2001. The contractor is Condon Johnson & Associates. Contract is about 20% complete.	Fall 2001	Fall 2003
10	I-80/505 Weave Correction	\$8-9 M	TBD	SHOPP / RTIP	PSR was approved October 9, 2001.	TBD	TBD
11	I-80 HOVC from Fairfield to Vacaville	\$250	TBD	STIP	PSR/PDS approval scheduled for December 2002. This date may be affected by the completion of MIS study for Segments 6 and 7 by Korve Engineering.	TBD	TBD
11	Rte 12 West Truck Climb Ln	\$7 M	TBD	SHOPP	PSR was approved November 2, 2001. The project is fully funded through 2002 SHOPP.	PSR- 11/01	TBD

011

* PS&E: Plans, Specifications, and Estimates

** MIS: Major Investment Study

*** PA&ED: Project Approval and Environmental Document

**** PSR: Project Study Report



DATE: May 2, 2002
TO: STA Board
FROM: Jennifer Tongson, Projects Assistant
Dale Dennis, PDMG
RE: Project Monitoring Update

Background:

Staff periodically updates the TAC and STA Board on the current status of all federally and state funded projects. Particular attention is given to pending obligational deadlines. With the pending state and federal allocation/obligation deadlines coming very soon, this project monitoring update is important in order to ensure timely obligation or time extensions are secured for federal Cycle 2 projects and 1998 and 2000 STIP funded projects programmed for 2001/02.

Discussion:

The STA is currently conducting status updates on federal Cycle 2 (non-STIP) projects with an obligation deadline of September 30, 2002. A list of Cycle 2 projects had been sent electronically for updates on April 15, 2002, as attached. For each phase of the project, the STA requested that project sponsors fill out the dates they received E-76 approval or are pending approval. STA is also discussing with Caltrans and MTC the implications and potential remedies of a possible obligational authority shortfall that may affect Cycle 2 STP funded projects that have not yet been obligated. Projects with Cycle 2 STP funding will be obligated as more obligational authority becomes available. The STA is encouraging project sponsors to submit the necessary paperwork to Caltrans by **July 1, 2002 or earlier**.

Regarding the status of 1998 and 2000 STIP projects, all projects except for the Rio Vista Main Street Project (\$98,000) and the S.R. 37 Phase 3 Interchange Project (\$65 million) have already been allocated prior to the **June 30, 2002** deadline. Also, the STA submitted 6-month time extension requests to Caltrans and the CTC on April 15, 2002 for two CMAQ Match projects (Bella Vista Park and Ride, \$163,000 for City of Vacaville and Dixon-Davis Bike Route - \$160,000 for Solano County). STA expects these requests will be acted on at the June 2002 CTC meeting.

With the pending expiration of the 2001 Transportation Improvement Program (TIP), MTC is requesting that project sponsors review and edit the draft listing of the 2003 TIP. This provides project sponsors with the opportunity to edit project information and avoid going through the TIP Amendment process. MTC will not accept edits after Friday, May 10, 2002. In order to meet this deadline, the STA has requested that changes be received by **Friday, May 3, 2002**. TIP review materials can be found at:

www.mtc.ca.gov/publications/tip/tipind.htm. Information on updating the TIP was sent electronically to project sponsors on April 19, as well as attached for review.

The administrative TIP Amendment for the City of Dixon has been approved by MTC on April 1, 2002 (TIP Am. # 01-34). The TIP Amendments for the cities of Fairfield and Vacaville were approved by MTC on the April 24 MTC meeting (TIP Am. #01-35). Because they are formal amendments, they must go through Caltrans and FHWA for approval.

The 2002 STIP was adopted by CTC on April 3-4, 2002. 2002 RTIP funded projects will be added to the TIP through amendment #01-36, which was approved on the April 24 MTC meeting. The RTIP will then go to Caltrans and FHWA for approval and should be effective by the new state fiscal year, beginning July 1, 2002.

Recommendation:

Informational.

Attachment

Fed No.	TIP No.	EA No.	Agency	Description	Federal Funds	Field Rev.	Envir.	R/W	Award	Complete
CML-5003	SOL991056		Ben	Safe Rt. to School Program-Mills Elem. School	50k CMAQ-CM					
CML-5003	SOL991067		Ben	Park Rd Bike Lane from Adams St. to Oak Rd.	160k CMAQ-CM					
STPL-5003	SOL991034		Ben	Military East Overlay Phase II from e. 5th St. to E. 7th St.	115k STP-RE					
STPL-5003	SOL991035		Ben	E. 5th Street overlay from Military East to just north of Rte 780	115k STP-RE					
STPL-5003	SOL991084		Ben	East Second Street overlay	90k RABA					
STPL-5003	SOL010015		Ben	East H St. fr East 2nd to East 5th Overlay pavement	105k RABA					
STPLHSR-5003			Ben	On Hillcrest Ave. between E. Second and E. Fifth St.; all of Linda Vista and Vista Grande Ave. near Robert Semple ES. Const. sidewalks and curb ramps; Install xwalk pavement marking and traffic signs.						
CML-5056(006)	SOL990041	04-923416L	Dxn	Downtown Multimodal Transportation Center	354k E-CMAQ	06/13/00	02/21/2001	04/05/2001	07/24/2001	done
	SOL991061		Dxn	Lighted Crosswalks - Local Streets	58k CMAQ-CM					
STPL-5056(009)	SOL991036, SOL991004, SOL991037, SOL991086, SOL010014	04-923682L	Dxn	West H Street Overlay, East C St Overlay, N. 5th Street, N. almond Street overlay, Upgrade ADA ramps at the above street intersections	---	05/16/01	05/16/2001	06/07/2001		done
CML-5132(014)	SOL991057		Frd	No. Texas St. right turn at Travis	pending TIP Am.	09/18/01				
FTACML-5132(011)	SOL991068, SOL991027, SOL991031, SOL991052	04-072724L	Frd	1) Fairfield Transportation Center - Phase II \$1.328M CMAQ 2) Replace 4 -1 985 buses \$974k CMAQ 3) Replace 41 -1 985 bus \$243k CMAQ 4) Replace Kansas City Bus \$266k CML	---	--				done
FTACML-5132(017)	SOL991096	04-923810L	Frd	Fairfield Transit Center - Red Top, Phase 2, Park and Ride Lot	FTA	--				done
STPL-5132(015)	SOL991038		Frd	Air Base Pkway/ Peabody Rd. to TAFB, Texas and Dover On/Off ramps	STIP(STIP/STP swap)	10/11/01	10/11/2001			done
	SOL010013		Frd	Central Way - Ritchie Rd. to Pittman Rd.	45k RABA - Pending TIP					
	SOL970027		Frd	Pennsylvania Ave. - Improvements	120k STP-RE				03/26/2002	done
	SOL991087		Frd	Fairfield Roadway Rehabilitation Program	95k RABA	PENDING	PENDING	PENDING	PENDING	PENDING
STPL-5099	SOL991041		RVs	State Route 12 and Church/Amerada Rd. Intersection Improvements	TDA					done
STPL-5099 (007)	SOL991040		RVs	Front St. Overlay Project from Logan to Hwy. 12	83k STP-RE	09/13/01	09/24/2001			
STPLER-5099(005)	SOL991091, SOL991095	04-923728L	RVs	Main Street Streetscape Improvements - Streetscape improvements to enhance the pedestrian-orientation of Main Street to complement façade improvements and provide better connection to the waterfront. Mill	---	10/30/01				done
	SOL991088		RVs	Drouin Drive Overlay	40k RABA					
CML-5923	SOL991066, SOL990043		Sol Co	Regional Spare the Air Program Yolo-Solano AQMD.	55k CMAQ-CM; 29k E-CMAQ					
CML-5923(053)	SOL991070	04-923528L	Sol Co	Abernathy Rd-linear Park Bike Path Connection	15k CMAQ-CM	08/01/00	08/13/2001			NOTE: THESE FUNDS WILL BE CLAIMED BY
CML-5923(055)	SOL991065	04-923528L	Sol Co	Dixon to Davis Bike Route-Runge Rd, and Tremont Rd.	1287k CMAQ-CM	09/14/00	PENDING			(NOT DONE)
STPL-5923	SOL970033		Sol Co	STA 3% STP Set-aside for Planning Purposes	1807k STP-RE; 158k RABA					

Fed No.	TIP No.	EA No.	Agency	Description	Federal Funds	Field Rev.	Envir.	R/W	Award	Complete
STPL-5923(054)	SOL991051	04-923527L	Sol Co	Pleasants Valley Rd. rehabilitation	1031k STP-RE; 100k RABA	08/01/00	PENDING			
STPL-5923(056)	SOL991060	04-923560L	Sol Co	Vallejo Area Curb Ramp and sidewalk rehabilitation project phase 2	40k STP-RE	12/26/00	12/26/2000	12/26/2000	06/22/2001	done
STPLHSR-5923(061)	VAR991010	04-923836L	Sol Co	On Lemon St fr Thomas to Curtola Pkwy. near Ben Franklin MS□Curb, sidewalk, gutter, ramps		12/14/01	01/02/2002	01/02/2002		
	SOL010012		Sol Co	Solano County RABA Overlay Project	203k RABA					DONE
	SOL010004		Sol Co	WORKS guaranteed ride home for CalWorks	75k CMAQ-					
STPLER-5032(004)	SOL991069, SOL990051, SOL990052, SOL991077		Suis	Class 1 Path Bridge along Hwy 12 at McCoy Creek	169k CMAQ-CM	03/13/01	08/16/2001	09/04/2001		DONE
STPL-5032 (010)	SOL991042, SOL991043, SOL010011, SOL991023	04-923662L	Suis	Pavement Rehabilitation□Buena Vista Ave. rehabilitation, Pintail Dr. from Woodlark to Walters, and Buena Vista Ave. from Narina to Village.□Railroad Ave- Sunset to East Tudor,□Marina Blvd - SR 12 north to Railroad Ave.□□	---	02/10/01	02/26/2001	05/22/2001		DONE
STPL-5032(008)	SOL991058, SOL991010		Suis	Safety Improvements along Hwy 12; Hwy 12 Mtg. Improvements	49k STP-CM					DONE
STPLHSR-5032(012)	SOL991089		Suis	Cordelia Road Rehabilitation, SR2S project	60k RABA; 386.3K HES					DONE
CML-5094	SOL991064		Vac	Purchase CNG Vehicles	300k CMAQ-CM	MAY 02	MAY 02	MAY 02	JUN 02	
CML-5094(016)	SOL990049	04-923285L	Vac	Southside Bikeway - Alamo Drive to VRTC	150k E-CMAQ	10/07/99	10/14/1999	12/02/1999	02/22/2000	done
CML-5094(019)	SOL990048	04-923306L	Vac	Leisure Town Road Park and Ride Lot	250k E-CMAQ	11/16/99	05/24/2001	PENDING		
CML-5094(026)	SOL991062	04-923568L	Vac	Bella Vista Road Park and Ride Lot	469k CMAQ-CM; 1000k CMAQ-RABA	06/21/01	PENDING			
CML-5094(029)	SOL991063		Vac	Electric Vehicle Program Expansion	600k CMAQ-CM	11/30/01	PENDING	PENDING	JUN 02	
STPL-5094	SOL991044		Vac	Davis Street Resurfacing	pending TIP Am.					
STPL-5094	SOL991045		Vac	Beelard Drive Resurfacing	pending TIP Am.					
STPL-5094	SOL991046		Vac	E. Monte Vista Resurfacing	pending TIP Am.					
STPLER-5094(024)	SOL991078, □ SOL990049	04-923394L	Vac	Alamo Creek Bike Path (Alamo Drive to Marshall Road)	350k E-CMAQ; 95k TEA; 51.5k TDA	06/16/00	PENDING			
STPLHSR-5094			Vac	Safe Routes to School - Davis Street Sidewalk Installation	190.645k SR2S		PENDING			
	SOL010010		Vac	Nut Tree Road Overlay (Alamo Drive to Orange Drive)	203k RABA; 259k STP-RE; 342k RTIP		PENDING			
	SOL990044		Vac	Alamo Creek Bike Path (Southside Bikeway to Alamo Drive)	300k E-CMAQ					DONE
	SOL990045		Vac	Bicycle Lockers and Racks - Various	20k E-CMAQ		JUN 02	JUN 02	JUN 02	JUL 02
	SOL990046		Vac	Electric Vehicles & Infrastructure	300k E-CMAQ	NOV 99	DEC 99	DEC 99	DEC 99	
	SOL990047		Vac	Elmira Road Pedestrian/Bike Path	80k E-CMAQ					
CML-5030	SOL991059		Val	I-80 E. bound on and off ramp modification at Redwood and Admiral Callaghan	70k CMAQ-CM		PENDING	PENDING		
CML-5030	SOL991054		Val	Mare Island Service Operation	140k CMAQ-CM					
FTASTCM L-5030(027)	SOL991071		Val	Sereno Bus Transfer Facility	FTA					
FTASTCM L-5030(027)	SOL991053		Val	Three Replacement service vehicles	FTA	--				done

Fed No.	TIP No.	EA No.	Agency	Description	Federal Funds	Field Rev.	Envir.	R/W	Award	Complete
FTASTCM L- 5030(027)	SOL991055		Val	Bus Maint. Facility Up-grade	FTA	--				done
STPL- 5030	SOL991047		Val	Broadway Overlay	339k STP-RE	PENDING	PENDING	N/A		
STPL- 5030	SOL991048		Val	Rollingwood Drive Overlay	198k STP-RE	PENDING	PENDING	N/A		
STPL- 5030	SOL991049		Val	Solano Ave overlay	368k STP-RE	PENDING	PENDING	N/A		
STPL- 5030	SOL991050		Val	Santa Clara Street Overlay	119k STP-RE	PENDING	PENDING	N/A		
	SOL010016		Val	Overlay Tennessee Street	243k RABA	PENDING	PENDING	N/A		
	SOL991090		Val	Vallejo Roadway Rehabilitation Program	95k RABA	PENDING	PENDING	N/A		
	SOL991092		Val	Vallejo Baylink Ferry	5000k CMAQ- RABA					
	SOL010018		Val	Georgia St.	\$800k TLC	08/16/2001	PENDING			



DATE: May 1, 2002
 TO: STA Board
 FROM: Robert Guerrero, Associate Planner
 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>
Safe Routes to Schools Program	Jeff Georgevich, MTC (510) 464-7820	May 31, 2002
Bicycle Transportation Account	David Priebe, Caltrans (916) 653-0036.	June 1, 2002
Regional Transportation Fund for Clean Air Program	Andrea Gordon (415) 749-4940	June 28, 2002
Environmental Justice Program Demonstration Grant*	Norman Dong, Caltrans (916) 651-6889	June 28, 2002
Low Income Flexible Transportation (LIFT) Program	Evelyn Baker, MTC (510) 817.3272	June 28, 2002
Recreational Trails Program	Charlie Harris, Parks and Recreation (916) 653-7423	October 1, 2002
Habitat Conservation Fund Grant Program	Charlie Harris, Parks and Recreation (916) 653-7423	October 1, 2002
Environmental Enhancements and Mitigation Program	Chiachi Chen, Caltrans (510) 622-5912	November 2002

* New funding opportunity



FUNDING OPPORTUNITY:

Safe Routes to Schools Program (3rd Cycle)

Applications Due: May 31, 2002

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Safe Routes to School Program (SR2S) funds is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions pertaining to 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.

Additional Information: MTC is holding an information workshop for the SR2S program on April 4, 2002 from 12 to 2 pm at the Joseph P. Bort MetroCenter in Oakland. Interested applicants are encouraged to attend.

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

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



FUNDING OPPORTUNITY:

Bicycle Transportation Account

Applications Due: June 1, 2002

TO: STA Board

FROM: Robert Guerrero, Associate Planner

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 pertaining to this funding program and provide feedback on potential project applications.

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

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

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

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

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

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

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



FUNDING OPPORTUNITY:

Regional Transportation Fund for Clean Air Program

Applications Due: June 28, 2002

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Regional Transportation Fund for Clean Air Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions pertaining to 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 are 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 Associate Planner (707) 424-6014. rguerrero@STA-SNCL.com



FUNDING OPPORTUNITY:

**Environmental Justice (EJ) Program
Demonstration Grants
Context-Sensitive Planning for Communities**

Applications Due: June 28, 2002

Applications and Program material are available at www.dot.ca.gov/hq/tpp/grants.htm

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Environmental Justice (EJ) Program Demonstration Grant 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, universities, private and non-profit organizations, and private sector organizations as co-applicants.

Program Description: This demonstration program is for projects that have a clear focus on transportation and community development issues that address the interests of low-income, minority, Native American, or any other under-represented groups.

Funding Available: Up to \$300,000 per grant, with required local match of 10%.

Eligible Projects: Eligible projects include safety improvement projects, feasibility studies, and private sector partnerships projects that enhance mobility and economic vitality to name a few. Projects must qualify with the program as described above.

Further Details: This program has a broad range of project eligibility and is currently being finalized please contact the STA for further details. Applications will be available in May 2002.

Program Contact Person: Norman Dong, Caltrans, 916.651.6889.

STA Contact Person: Robert Guerrero, STA Associate Planner, 707.424.6075
rguerrero@STA-SNCL.com.



FUNDING OPPORTUNITY:

Low Income Flexible Transportation (LIFT) Program

Applications Due: June 28, 2002

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Low Income Flexible Transportation (LIFT) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions pertaining to this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies, including transit agencies, county social services agencies and cities and counties.

Program Description: The goal of the LIFT program is to provide funding for transportation projects that assist low-income residents of the San Francisco Bay Area in accessing employment and other important destinations.

Funding Available: A total of \$6,000,000 is currently available through the LIFT Program. Project applicants may apply for up to \$600,000.

Eligible Projects: New and expanded transit services, childcare transportation, rideshare activities, and regional transportation projects such as guaranteed ride home program.

Further Details: A LIFT information workshop is scheduled from 10 to 11 a.m. on Friday, March 29, 2002 in the Claremont Conference Room at MTC's offices in downtown Oakland (1999 Harrison St, 17th floor)

Program Contact Person: Evelyn Baker, LIFT Project Manager, (510) 817-3272

STA Contact Person: Elizabeth Richards, STA-SNCI Program Director, (707) 427-5109.



FUNDING OPPORTUNITY:

Recreational Trails Program

Applications Due: October 1, 2002

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Recreational Trails Program 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: Cities, Counties, districts, state agencies, and nonprofit organizations with management responsibilities over public lands are eligible to apply.

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

Funding Available: Approximately \$3.2 million will be available Statewide, about \$2.2 million is available for non-motorized trails projects and \$1.0 million is available for motorized trails projects. This program requires a 20% local match.

Project Details: The Recreational Trails Program (RTP) provides funds for recreational trails and trails-related project.

Further Details: Applications can be obtained from the California State Parks and Recreation Department website at www.parks.ca.gov by clicking Grants & 2000 Bond Act.

Program Contact Person: Charlie Harris, Department of Parks and Recreation, (916) 653-7423.

STA Contact Person: Robert Guerrero, STA Associate Planner, 707.424.6075, rguerrero@STA-SNCI.com



FUNDING OPPORTUNITY:

Habitat Conservation Fund Grant Program

Applications Due: October 1, 2002

TO: STA Board

FROM: Robert Guerrero, Associate Planner

This summary of the Habitat Conservation Fund Grant Program 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: Cities, counties, and district

Program Description: The California Wildlife Protection Act of 1990 established the Habitat Conservation Fund Grant Program. Under this program, \$2 million is available annually for competitive grants to public agencies.

Funding Available: \$2 million is available.

Eligible Projects: Eligible projects include habitat acquisitions, wildlife corridors and urban trails, and enhancement and restoration of wetlands riparian habitats.

Further Details: Applications can be obtained from the California State Parks and Recreation Department website at www.parks.ca.gov by clicking Grants & 2000 Bond Act.

Program Contact Person: Charlie Harris, Department of Parks and Recreation, (916) 653-7423.

STA Contact Person: Robert Guerrero, STA Associate Planner, 707.424.6075 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: STA Board

FROM: Robert Guerrero, Associate Planner

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 Associate Planner, 707.424.6075
rguerrero@STA-SNCL.com

*Agenda Item X.D
May 8, 2002*



DATE: May 1, 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 Board. This schedule is an overview of the 2002 calendar year.

Fiscal Impact:

None.

Recommendation:

Informational

Attachments