Solano Transportation Authority

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Suisun City, California 94585

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Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

MEETING NOTICE

June 13, 2001

STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA
5:30 p.m. Closed Session
6:00 p.m. Regular Meeting

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

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

STA Board Members:	**STA Alternates:**
Marci Coglianese, Chair *City of Rio Vista*	Matt Bidou
John Silva, Vice Chair *County of Solano*	Barbara Kondylis
Pierre Bidou *City of Benicia*	Steve Gizzi
Mary Ann Courville *City of Dixon*	Gil Vega
Steve Lessler *City of Fairfield*	George Pettygrove
Jim Spering *City of Suisun City*	Michael Segala
Rischa Slade *City of Vacaville*	David Fleming

Dan Donahue
City of Vallejo

Pete Rey

ITEM		BOARD/STAFF PERSON
I.	**CLOSED SESSION** – Pursuant to California Government Code Section 54950 et seq., Personnel Matter: Public Employee Performance Evaluation (§54957)- Executive Director, Daryl Halls; and Conference with Labor Negotiators (§54957.6) - Marci Coglianese, Dan Donahue, John Silva and Jim Spering. – Pg 1	
II.	**CALL TO ORDER – CONFIRM QUORUM**	Chair Coglianese
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 3	Daryl Halls
VI.	**COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC** (6:15 – 6:20 p.m.)	
	A. Special Presentation – Vallejo Intermodal Station	Brent Ogden Korve Engineering
	B. Highway 12 SHOPP Status Report	Katie Yim, Caltrans
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 19	
	A. **Approve STA Board Minutes of May 9, 2001** – Pg 21 *Recommendation: Approve minutes of May 9, 2001*	Stacy Medley
	B. **Approve Draft STA TAC Minutes for May 30, 2001** *Informational*– Pg 29	Kim Cassidy
	C. **Approve Draft STA TAC Minutes for Special June 4, 2001 Meeting** *Informational*- Pg 35	Kim Cassidy
	D. **Review Funding Opportunities** *Informational* – Pg 37	Robert Guerrero
	E. **STA Meeting Schedule (June-Sept. 2001)** *Informational* – Pg 41	Kim Cassidy

F. STA Caltrans Blanket Resolution — John Harris

Recommendation: Authorize the Executive Director to execute into a funding agreement with the State of California and enter into a Recipient Funding Agreement with the City of Vallejo to provide $250,000 of Environmental Enhancement and Mitigation (EEM) funds for the Solano Bikiway Project– Pg 43

G. Appointment of New PCC Members — Robert Guerrero

Recommendation: Appoint Earnest Bradford and James Williams to the Solano Paratransit Coordinating Council for a term of three years– Pg 45

H. EEM Funding Agreement with State of California and Transfer Agreement with the City of Vallejo for Solano Bikeway — Dan Christians

Recommendation: Authorize the Executive Director to enter into a funding agreement with the State of California and enter into a Recipient Funding Agreement with the City of Vallejo to provide $250,000 of Environmental Enhancement and Mitigation (EEM) funds for the Solano Bikeway Project - Pg 53

I. Proposed New Corridor Study for the City of Vacaville — Dan Christians

Recommendation: Forward City of Vacaville's request to study proposed new corridor to the STA Subcommittee on Arterials, Highways and Freeways - Pg 59

J. Revised Board Stipend Policy — Stacy Medley

Recommendation: - Approve a revised stipend policy for: 1.) STA Board Members of $199 per Board meeting and $199 per eligible STA committee meeting with a cap of $200 per month, 2.) For Board Alternates of $100 per eligible committee meeting with a cap of $100 per month unless the Alternate represents the Board Member at the monthly meeting and 3.) Approve the revised list of eligible and non-eligible meetings as shown in Exhibit B Pg 63

VIII. FINANCIAL ITEMS

A. I-80/680 Update (TCRP Application) — John Harris/ Dale Dennis (PDM)/ Bob Grandy,

Recommendation: 1.) Approve interim funding strategy for I-80/680 interchange project and 2.) Authorize

Executive Director to submit TCRP application to CTC for I-80/680 interchange project (Grandy & Assoc)
(6:25-6:30 p.m.) – Pg 67

B. Highway 37 – Revised Project Cost Adjustment John Harris
Recommendation: Approve reaffirmation of allocation of $2 million from Solano County's 2000 STIP reserve to cover the cost increase of the Route 37 widening project (Phase 2) conditional on Caltrans support of a 2002 ITIP request for the I-80/680 interchange project
(6:30-6:35 p.m.) – Pg 71

C. STIP/STP Swap Daryl Halls
Recommendation: Authorize staff to develop a STIP/STP fund exchange to augment the FY 2001-02 and 2002-03 budgets for an amount not to exceed $320,000
(6:35-6:40 p.m.) – Pg 79

D. Draft 2001-02 STA Budget Daryl Halls
Recommendation: 1.) Adopt STA's 2001/2002 budget, 2.) Authorize staff development of two-year STA budget beginning in FY 2002/03, 3.) Approve the following two staff adjustments effective July 1, 200:

A. Approve reclassification of one Outreach Coordinator position to Program Manager/Analyst as part of the SCI Program and budget,

B. Approve the establishment of a new Projects Manager/Analyst position to assist the STA's Deputy Director for Projects (conditional upon approval of the STIP/STP fund swap)
(6:40-6:50 p.m.) – Pg 81

IX. NON-FINANCIAL ITEMS

A. Capitol Corridor Rail Station Evaluation Dan Christians/ Peter Martin, (Wilbur Smith Assoc.)
Recommendation: Select the proposed Fairfield/Vacaville Site as the next priority Capitol Corridor Rail Station in Solano County and develop a STIP-funded rail and intermodal funding strategy for the July STA Board meeting that includes funds for Capitol Corridor track improvements and the two other intermodal centers in Benicia and Dixon
(6:50-7:00 p.m.) – Pg 89

B. Countywide Traffic Model Dan Christians/ Ron Milam, (Fehr & Peers)
Recommendation: Approve the 5-year increment traffic Projections to the year 2025 for the Track 1 network of

Projections to the year 2025 for the Track 1 network of the Countywide Traffic Model (Fehr & Peers)
(7:00-7:15 p.m.) – Pg 91

C. **Legislative Report** Janice Sells
Recommendation: Adopt position to seek amendments on SB 873 – (7:15-7:20 p.m.) - Pg 113

X. INFORMATION ITEMS

(Discussion Necessary)

A. **SCI City Outreach and General Marketing Programs** Elizabeth Richards
Informational (7:20-7:25 p.m.) – Pg 139

B. **Welfare To Work Transit Study** Elizabeth Richards
Informational (7:25-7:30 p.m.) – Pg 145

C. **Unmet Transit Needs Status** John Harris
Informational (7:30-7:35 p.m.) – Pg 149

(No Discussion Necessary)

D. **2002 ITIP/RTIP Status** Daryl Halls
Informational - Pg 153

E. **Solano Comprehensive Transportation Plan Update** Dan Christians
Informational – Pg 157

F. **2001 Solano Congestion Management Program Update** Robert Guerrero
Informational – Pg 163

G. **Highway Status Matrix** Jennifer Tongson
Informational – Pg 165

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT – Next Meeting: July 11, 2001 at 6:00 p.m., at Suisun City Hall.

Agenda Item V
June 13, 2001

Solano Transportation Authority

NOTICE OF CLOSED MEETING WITH LABOR NEGOTIATORS
FROM THE BOARD OF DIRECTORS
OF THE SOLANO TRANSPORTATION AUTHORITY

Pursuant to California Government Code Section 54950 et seq., the STA Board will hold a Closed Session on June 13, 2001 at 701 Civic Center Blvd., Suisun City, California, beginning at 5:30 PM. More specific information regarding the Closed Session is indicated by the section(s) checked below:

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

DATED: June 13, 2001

_____
CLERK OF THE BOARD (signature)

Agenda Item V
June 13, 2001

STA
Solano Transportation Authority

DATE: June 8, 2001
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – June 2001

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.

* I-80/I-680/SR 12 Local Traffic Management Meeting

On June 11, 2001 (Monday at noon at Solano Community College), the STA is facilitating an initial local traffic meeting with Caltrans and the local agencies (Cities of Fairfield and Suisun, and Solano County) located adjacent to the I-80/680/SR 12 interchange project area. Caltrans has consistently stressed the importance of having a local traffic management plan developed in concert with the STA/Caltrans development of the I-80/680/SR 12 interchange project. As most of you are aware, local traffic having to utilize the I-80 and 680 for local trips is one of many operational problems associated with this interchange. John Silva, STA's Vice-Chair and Chair of the Arterials, Highways and Freeways Subcommittee, will facilitate this meeting. Invitees include: the Board of Supervisors, Fairfield and Suisun City council members, public works and planning directors from all three agencies, and Caltrans. Stan Arteberry, Superintendant, Solano College, is hosting the event.

On June 4, staff and the project consultant team met with Harry Yahata, Caltrans District IV's Director, to discuss the project. Based on the meeting, Yahata is fully supportive of the STA's funding strategy and is recommending the District submit a $50 million 2002 ITIP request. After Monday's traffic meeting, staff and the project consultants will be meeting with Albert Yee, District IV's Traffic Operations Chief, to tour the interchange and discuss specific operational issues. This meeting will help define the project scope for various specific segments of the interchange. The next critical steps will be obtaining the support of Caltrans Headquarters and the CTC.

2002 STIP (ITIP/RTIP) and California Transportation Commission Meeting in San Jose

I just returned from attending the California Transportation Commission (CTC) meeting in San Jose this week. The highlight was anticipated to be the release of the revised 2002 STIP Fund Estimate. Due primarily to the raging State budget debate (see Shaw/Yoder memo), the CTC has postponed release of the revised Fund Estimate until their July meeting in Sacramento.

The delayed release of the Fund Estimate will make the STA's development of its 2002 RTIP allocation in July a bit more problematic. Staff will continue to monitor this issue as it develops. Included with your agenda is a preliminary list of projects for consideration for 2002 RTIP funding. Staff is currently working with project sponsors to evaluate these projects in anticipation of next month's STA Board meeting. The range of funding for each project constitutes staff's current assessment of each project and its funding needs.

* **Solano County's Traffic Model Unveiling Planned**

Staff and Ron Milam, Fehr and Peers, will be presenting the STA's Countywide Traffic Projections for five year increments encompassing the same 25 year planning horizon of the RTP. This model that will be presented is fiscally constrained and only includes projects contained in the track one submittals of the RTP approved by the STA Board last month. The model provides clear indication of the importance for the STA's to continue to proactively plan for, fund, and deliver projects along Solano County's major arterials, highways and freeways.

* **Vallejo Intermodal Presentation**

In anticipation of next month's programming of 2002 RTIP funds, staff has invited the City of Vallejo to provide a presentation and status report on the Vallejo Intermodal Station. This is one of six priority projects proposed for consideration of 2002 RTIP funds.

* **Capitol Corridor Rail Station Prioritization**

Wilbur Smith Associates (Peter Martin) completed the analysis for the three proposed future stations. The staff report and recommendation is contained in your agenda. STA staff was very impressed by the level of commitment and effort that the three project sponsors have expended in moving their projects forward. On June 5, Dan Christians and I met with Capitol Corridor staff to review Peter Martin's report and recommendations. The Capitol Corridor staff indicated their support for the STA's planning process and their interest in working with the STA and the project sponsor for the selected priority rail site to facilitate support by the Union Pacific and the Capitol Corridor JPA Board. I also want to acknowledge the diligence of the STA's TAC and Transit Subcommittee in reviewing the report and the staff's recommendation.

* **STA's 2001/02 Budget**

Included with your agenda is the proposed STA budget for 2001/02 and a recommendation to develop a two-year STA budget beginning in FY 2002/03. I have also requested Board authorization to establish a STIP/STP swap to provided the needed funding resources for additional staff support for the Deputy Director for Projects and to continue to improve and augment the STA's traffic modeling abilities.

State Budget Deliberations Swirl Around Capitol

Attached is the monthly state legislative report from Shaw/Yoder. Staff is keeping its fingers crossed that state transportation funds will not be used to backfill growing state budget deficits. At the CTC meeting in San Jose, I was informed by State Business, Transportation and Housing staff that Assembly Member Helen Thomson continues to prod state transportation officials regarding the importance of the I-80/680 interchange as an inter-regional project. I will provide an update at the meeting of any new developments.

STA's Federal Advocacy Efforts

Last month, Janice Sells and I met with Dan Sharp, Congressman Doug Ose's District Director, to discuss the STA's three project priorities for federal funding. In follow up to this meeting, Congressman Ose has submitted s $4.5 million 2001/02 appropriations request for Jepson Parkway. With this submittal, all three Solano County Congressional representatives have lined up in support of our three priority projects.

Attachment:
Attached for your information are a status of priority projects, key correspondence and the STA's list of acronyms.

SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

June 6, 2001

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

Fm: Shaw / Yoder, Inc.

Re: Status Report

General Outlook

The Budget Conference Committee has begun its work on the 2001-02 State Budget and things have already turned ugly. The Legislative Analyst's Office (LAO) is projecting that if the Legislature adopts the Governor's budget as proposed in his May Revise that the State will face a deficit of $4 billion. The Assembly and the Senate disagree on how much of a reserve the State should have going into the budget year. The Senate wants to put more money in reserve to stave off reductions in the 2002-03 State Budget that will be prepared just months prior to the critical November, 2002 election. The Davis Administration has stated that they concur with the Senate. So far, the Assembly representatives to the Budget Conference Committee have resisted the Senate representatives' efforts to increase the level of the reserve in the budget. The difference of opinion, as well as some other tensions between the two houses, has led to a highly acrimonious atmosphere.

The current situation could be further influenced by several major factors. For example, the Republicans in the Legislature are contending that the sales tax decrease that was triggered by the State having a reserve of over $4 billion in this budget year should be extended. The Democrats are assuming that the sales tax will go back to its previous rate. The difference is roughly one billion dollars. In addition, one of the tax cuts recently enacted by Congress, the phase-out of the estate tax, will reduce state revenues by $320 million in the budget year. The $320 million reduction is not contemplated in the Governor's budget. Lastly, sales tax receipts appear to be lagging earlier projections for the budget year. If all of these factors come to bear on the 2001-02 State Budget, then the need to reduce spending will increase greatly.

With respect to how much the State is spending to purchase electricity, there's some good news and some bad news. The bad news is that it appears the State will have spent approximately $9-10 billion by the time the State Treasurer actually issues the bonds, which will be repaid by the additional surcharge that ratepayers are seeing in their most recent bills. This means the State will have very little room (approximately $3-4 billion) in the budget year in terms of continuing

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to buy electricity without either having to issue another bond to make it through the year or raise rates again. The good news is that the price that the State has had to pay for electricity in recent weeks has reportedly gone down significantly due to a variety of factors, which would make the $3-4 billion worth of "wiggle room" go a lot farther in the budget year.

Sales Tax on the Gas Tax in Jeopardy?

As we predicted, the Governor proposed in his May Revise to temporarily suspend the dedication of the sales tax on gas to the Transportation Congestion Relief Plan (TCRP). Due to other redirections, the Governor's proposal is not expected to jeopardize the monies for the 80/680 or 12/80 interchanges that were secured last year or the ability of the STA to access these monies. Attached please find a description of the Governor's proposal and the specific effects it will have on the various components of the Plan.

Unfortunately, the Governor's proposal to enact the temporary suspension currently contains language that would allow the State Department of Finance to make an unlimited number of ongoing loans at any amount from the TCRP to the State's general fund with no approval by the Legislature and no responsibility to report the amount of transfers, not to mention the terms and conditions of such transfers, e.g. what interest rate, if any, would be charged. A coalition of transportation advocates, including Shaw / Yoder, Inc. is aggressively pursuing the addition of more explicit terms and conditions on any loaning of funds from the TCRP to the State's general fund.

Dedicate Part of Public Transportation Account (PTA) Surplus to Capitol Corridors Stations?

In our last several reports we have pointed out that there would probably be surplus in the PTA account. We had hoped to earmark a portion of the surplus funds for additional stations on the Capitol Corridors line. At the same time, we feared the surplus would prove too tempting for the Governor to not propose to divert the additional monies to the State's general fund.

Unfortunately, the Governor did propose as part of his May Revise to cap the amount of revenues that would otherwise flow into the PTA and require the surplus to instead flow into the State's general fund.

Transportation advocates, including Shaw / Yoder, Inc., are attempting to limit the amount of revenues that would flow into the State's general fund to at least preserve some of the surplus for alternative transportation purposes.

Legislation

AB 227 (Dutra) – The Southern California Association of Governments is the sponsor of AB 227. AB 227 would require the transfers from the General Fund to the Transportation Infrastructure Fund (TIF), and from the TIF to the Public Transportation Account, the State Department of Transportation, and the cities, counties, and the city and county, to end on June 30, 2008, or on a specified date. Status: Assembly Floor.

SB 829 (Karnette) – The California Transit Association is the sponsor of SB 829. SB 829 would permanently dedicate the sales tax on gasoline for transportation purposes. Language regarding the division of revenues has been removed from the bill. Status: Senate Appropriations: held in committee.

AB 321 (Vargas) – The Planning and Conservation League (PCL) is the sponsor of AB 321. AB 321 would require the State Board of Equalization, in consultation with the Department of Finance, to estimate the amount that is transferred to the General Fund under the Sales and Use Tax Law that is attributable to revenue collected for the sale or lease of new or used motor vehicles (current estimate: approximately $2 billion). The bill would require the State Board of Equalization to inform the Controller, in writing, of the amount and would require the Controller, upon receipt of the notice, to transfer the amount to the Congestion Relief Transportation Trust Fund, which the bill would establish in the State Treasury. If AB 321 is unsuccessful it is quite possible that the PCL will pursue an initiative. Status: With the Assembly Transportation Committee, not set for hearing.

AB 411 (Diaz) – AB 411 has been amended to establish a pilot program called Operation Safe Passage (OSP) in three of the state's metropolitan areas to address issues of bicycle and pedestrian safety and traffic calming. Status: With the Assembly Transportation Committee.

AB 1396 (Longville) – Metrolink is the sponsor of AB 1396. AB 1396 would create the Passenger Rail Improvement, Safety, and Modernization Program and would establish the Passenger Rail Improvement, Safety, and Modernization Subaccount in the Public Transportation Account in the State Transportation Fund. The bill would annually appropriate $100,000,000, adjusted annually, from the General Fund to the Controller for transfer to the subaccount. The bill would provide that eligible recipients of funding are certain public agencies and joint power authorities that provide regularly scheduled passenger rail service. The bill would require that funds allocated pursuant to the program be used for the rehabilitation or modernization of tracks utilized for public passenger rail transit, signals, structures, facilities, and rolling stock, and would permit funds to be used for any of these eligible rail elements. The bill would require that funds allocated to Southern California Regional Rail Authority for eligible

projects be apportioned in accordance with memorandums of understanding. The bill would require that program funds not contractually obligated to a project within three years from the date of allocation be returned. An eligible recipient of funding would be required to provide matching funds in an amount not less than the total amount allocated to the recipient under the program. An eligible recipient of funding would be required to certify that it has met its matching funds requirement, and all other requirements of the program, by resolution of its governing board. The bill would require eligible recipients of funding to maintain their existing commitment of local, state, or federal funds for maintenance and rehabilitation of the passenger rail system in order to remain eligible for allocation and expenditure of the program funds, as specified. Status: Assembly Appropriations Committee.

SB 106 (Sher) - This bill would authorize the extension of a local $1 vehicle registration surcharge for abandoned vehicle abatement upon the adoption of a specified local resolution, require local abatement authorities to report annually on the use of vehicle abatement funds, and require the Controller to review the reports and the use of such funds to ensure compliance with the law. Status: Set for hearing in the Assembly Transportation Committee, 6/11.

SB 346 (Perata) - This bill would require the San Francisco Bay Area Water Transit Authority to complete the San Francisco Bay Area Water Transit Implementation and Operations Plan for submission to the Legislature on or before December 12, 2002. In addition, the bill would require that on or before the end of the Regular Session of 2003, the Legislature shall review the preliminary draft and issue a resolution setting forth its findings regarding the plan, including, but not limited to, the date on which the authority is expected to complete all programmatic environmental impact reports in connection with adoption of the final plan and that, on or after the date of completion of all programmatic environmental impact reports in connection with adoption of the final plan, the authority shall submit the final plan to the Legislature for review and statutory approval and that, the authority may implement the final plan only after the Legislature has approved it by statute. It is believed that these deadlines are designed to conform to the fact that the Senator is termed out in 2004. Status: Set for hearing in the Assembly Transportation Committee, 6/25.

SB 473 (Perata) - This bill would require the Metropolitan Transportation Commission (MTC) to undertake a number of tasks, including the development of performance criteria for new transportation projects, and adoption of a master plan for the development of commuter rail in the Bay Area. It also requires MTC and Caltrans to submit a plan for a transportation management center to the Legislature. Status: In Assembly, awaiting assignment to committee.

SB 873 (Torlakson) - This bill would require the Metropolitan Transportation Commission to develop a new Regional Transit Expansion Agreement for the San Francisco Bay Area by June

30, 2002, incorporating information from specified studies and in cooperation with designated agencies. Status: In Assembly, awaiting assignment to committee.

SB 910 (Dunn) - This bill would require that specified transportation funding be reduced to any city or county that fails to have an approved housing element. Status: In Assembly, awaiting assignment to committee.

SB 547 (Figueroa) - This bill would enact a proposal most recently put forward by the Governor to authorize a credit against the Personal Income Tax Law and the Bank and Corporation Tax passes to their employees. Status: Senate Revenue and Taxation Committee.

Attachment

Transportation Plan Refinancing Proposal

Basic principles

Protects cash needed for projects in Traffic Congestion Relief Program and for the currently programmed projects funded by the State Highway Account (SHA).

Eliminates the sales tax on gasoline transfer from the General Fund in 2001-02 for $1.1B and 2002-03 for $1.2B. Also recaptures $238M from 2000-01 GF cash appropriation in 2001-02.

Adds two years (2006-07 and 2007-08) to the five-year program to replace 2001-02 and 2002-03. This increases transportation funding by over $500 million.

Uses available uncommitted cash balances in transportation funds to meet immediate needs to fund projects already authorized. All funds advanced from the State Highway Account are repaid and substantial additional funding will be provided State Transportation Improvement Program (STIP) by the 2004 cycle.

Preserves the basic structure of the Transportation Investment Fund (TIF) as much as possible. This fund was created in last summer's transportation funding legislation and provides additional funding from the sales tax on gasoline for the STIP, local street and road maintenance and public transit.

Effects of Proposal

Holds harmless local street and road maintenance program by advancing money from the State Highway Account.

The 2002 STIP will have a net contribution of $902 million from the sales tax on gasoline, **up** $305 million from the numbers published when the transportation legislation was adopted last summer. Although this is slightly less than would be available in the absence of this proposal, increased funding from other sources is likely to offset this temporary reduction.

The State program of assistance for local transit operations is maintained at $171 million in 2001-02, slightly less than in the Governor's Budget. The program is expected to grow steadily in future years.

Although contributions from the TIF for new transit programs or projects are temporarily redirected, increased May Revision revenues from sales taxes on fuels substantially mitigate the effects of the proposal's early years.

Transportation Funding Plan

(Dollars in Millions)	Eight Year Totals			
	June 2000 Estimates	2001-02 Governor's Budget	2001 May Revision	Refinancing Proposal
Resources				
2000-01 GF Appropriation	$1,500	$1,500	$1,500	$1,500
Sales tax on gas	5,382	6,710	6,556	7,072
Total	$6,882	$8,210	$8,056	$8,572
Uses of Funds				
Designated Congestion Relief Projects	$5,390	$5,390	$5,390	$5,314
State Transportation Improvement Program	597	1,128	1,066	1,539
Local Streets and Roads Maintenance	597	1,128	1,066	1,066
Public Transportation Account	298	564	533	652
Totals	$6,882	$8,210	$8,055	$8,571
Additional Retained PTA revenue			$228	$228
General Fund Benefit in 2001-02 & 2002-03				$2,477

Transportation Funding Plan With Sales Tax Shift Deferral for Two Years
(Dollars in Millions)

	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	Total	Net Change In Plan	Net Change In Total
Resources											
GF Appropriation	$1,500								$1,500		
Sales tax on gas	500	(1,062)	(1,177)	1,232	1,272	1,313	1,355	1,400	$7,072		
Shift COS for TCRP to SHA	60	60	60				-$180		$0		
Shift transit project costs to PTA		180	100					-$280	$0		
Borrow from MVA					$100		-100		$0		
Payback by GF/Borrow from GF					220	30	-12		$238		
Uses of Funds											
Designated Congestion Relief Projects	$2,000	(678)	(678)	$678	$678	$678	$678	$602	5,314	-$76	-$76
STIP[1]		(154)	(200)	222	238	254	542	638	1,893	827	473
Local Roads		(154)	(200)	222	238	254	0	0	713	-353	1
PTA		(77)	(100)	111	119	127	135	160	652	119	119
Totals									8,572	517	517
Additional GF cut/transfer		238							238		
TCRP Revised Cash Flow	600	468	839	945	1044	707	357	150	5,110		
Cum Net Cash in TCRF	$1,460	$994	$315	$48	$2	$3	$32	$204			
Hold harmless Local Roads with SHA		$154	$200								
Value of GF cut		$1,300	$1,177						2,477		
State Transit Assistance	$116	$171	$174	$187	$194	$201	$209	$216			

(figures in parentheses are what existing law would have provided that will not occur in this plan)

[1] 2005-06 and 2006-07 reflect increase of $827M over MR for 2001-02 & 03 to pay back SHA for $354M hold harmless.
Total net to SHA = $473M

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5/14/01, 9:54 AM

Transportation Funding Plan Revision – Implementation

Trailer Bill

- Defer full sales tax shift for two years
- Add two years of shift
- Modify formula for TIF so SHA gets paid back and streets and roads is cut off in 2006-07 and 2007-08.
- Require payback of GF $238M to TCRF when needed for cash flow (2004-05 and 2005-06 probably)
- Authorize loans from GF and MVA on order of DOF and tie repayment to DOF estimate of funds available and EO.
- Appropriate funds for streets and roads from SHA based on what they would have gotten 2001-02 and 2002-03.
- Change TIF allocation for TCRP in 2007-08 to cut $76.1M for which there are no projects.
- Cap spillover at may revision $81M BY, $37M BY+1
- Set up process to account for use of PTA, MVA, and SHA funds in TCRP.

Budget Bill

- Make additional $238M GF transfer.
- Make transfer from PTA $180M BY, $100M BY+1 will be in 2002 BB
- Change appropriation language on COS to reduce repayment to TCRP by $60M for CY & BY.
- Change $ to 171M and language in STA item in BY, fix budget at $174M in BY+1 in 2002 BB

STA Project Development Fund
2001 Priority Projects - Status Report
(listed in alphabetical order)

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	Benicia Project initiated with construction to be completed by 2004. Carquinez Bridge Groundbreaking held in March 2000. Project completion to conclude in late 2003/early 2004.
Capitol Corridor Rail Facilities Plan and Expanded Service CCJPB, STA	$250,000	*	*	-TCI grant for obligation approved by CTC on 5/20/00. Revised scope of work prepared to add south site. One year time extension granted.
Comprehensive Transportation Plan	$115,000	$56,181	*	-Plan underway. Public input meetings completed. Bicycle Plan Completed. STA Board to consider priority rail station on 6/13/01. CTP policies approved by Board. Fiscally constrained highway model to be presented to Board on 6/13/01. HOV counts completed and projection underdevelopment. Current conditions for transit under review.
Enhanced Transit Service on I-80, I-680, and I-780	*	*	*	Transit Plan initiated as part of CTP. Express bus proposals approved by Board and submitted to MTC for consideration for Express Bus funding. All three proposals recommended for support by MTC staff.
Highway 12 (Jameson Canyon) EIS/EIR	*	*	*	-$7 million in TCRP funds. Caltrans developing project schedule and application submitted for TCRP funding for environmental. Initial PDT meeting held on 6/5/01 by STA, NCTPA and Caltrans. Project schedule to be presented to STA/NCTPA Committee in August 2001.
Highway 12 Major Investment Study	$100,000	$15,866	*	-Study underway. Existing conditions report done. Screening criteria approved by Subcommittee and short range cost estimates prepared. Draft final report completed for review by Subcommittee in June/July 2001.
Highway 12 SHOPP project	*	*	*	Highway 12 MIS Subcommittee and STA TAC provided status by Caltrans. Revised project schedule underdevelopment.
Highway 37 Project	*	*	*	-Project fully funded - 95% plans near completion. -STA approved a modification to the contract to construct landscaping in 2003-04 and to delay construction to the 2003-2005 period, STA Board approved funding amendment on 7/12/00. STA approved Caltrans request for $2 million to cover $4 million project cost increase. Revised cost estimate reduced to $2 million with STA requested to reconfirm support for $2 million. A project consultant hired by STA to monitor project.
Highway 113 SHOPP	*	*	*	Scope of work under refinement.
I-80/505 Weave Correction PSR	*	*	*	Project study report initiated by Caltrans. Completion targeted by August 2001. Candidate for 2002 SHOPP funds.
I-80/680 Interchange	*	*	*	-Auxiliary lane funded by Caltrans. STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects in early 2003. PDT formed to develop accelerated PSR for full interchange. Targeted for 2002 ITIP funds. Interim funding strategy developed for Board consideration on 6/13/01. Staff in the process of meeting with Caltrans, CTC and FHWA. Multi-agency traffic meeting scheduled for 6/11/01. Traffic calibrations for am completed and approved by Caltrans for use for project. 2001/02 federal appropriations request submitted.
I-80/680/780 Corridor Study	$1,000,000	*	*	Board approved subcommittee to monitor study. Study to commence after completion of the I-80/680 PSR.
Jepson Parkway Project	$491,000	$59,237	*	- NEPA 404 underway. 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 scheduled for Board review on 7/11/01. 2001/02 federal appropriations request submitted.
Project Monitoring (local projects)	$20,000	$6,626	*	-Ongoing-next allocation deadline (STIP) June 30, 2001. All projects appear to be on schedule.
Red Top Slide SHOPP Project	*	*	*	-Monitoring mitigation efforts by Caltrans. Approved for SHOPP funds by CTC on 5/10/00. STA subcommittee formed to review emergency plan. Next Red Top meeting scheduled for 9/20/01. Approved as design sequence pilot project
Solano Bike Project	*	*	*	-Under construction with completion scheduled for August 2001. Plans for ribbon cutting underway.
Solano Commuter Information Work Program	*	*	*	-Program adopted and implementation underway. Vanpool week completed. Meetings with Rio Vista and Dixon held. NCTPA approved scope of work for Napa County. Development of new incentives for employer and vanpool program underway. Meeting with City of Vacaville scheduled.
SolanoWorks Transit Plan	*	*	*	-Plan being developed. Meeting with five focus groups completed. Target completion date of summer 2001. Two transit projects identified.
STA Marketing Program	$55,000	$7,525	*	STA brochure completed. Project discriptions for Wash. D.C. trip completed. Completion of Website loading underway. STA's
Vallejo Baylink Ferry Support and Operational Funds	*	*	*	-Pursuing Federal and State funds for Intermodal Center. 2001/02 federal appropriations request submitted.
TOTAL	$2,031,000	$145,435	$0	
	$2,176,435			

* No funds allotted at this time

Solano Transportation Authority
Acronyms List
Updated 6/8/01

ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
APDE	Advanced Project Development/Element (STIP)
AQMP	Air Quality Management Plan
BAAQMD	Bay Area Air Quality Management District
BCDC	Bay Conservation and Development Commission
CALTRANS	California Department of Transportation
CEQA	California Environmental Quality Act
CARB	California Air Resource Board
CCTA	Contra Costa Transportation Authority
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
CTC	California Transportation Commission
DBE	Disadvantage Business Enterprise
DOT	Federal Department of Transportation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Federal Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GARVEE	Grant Anticipation Revenue Vehicles
GIS	Geographic Information System
HOV Lane	High Occupancy Vehicle Lane
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
JPA	Joint Powers Agreement
LEV	Low Emission Vehicle
LOS	Level of Service
LTF	Local Transportation Funds
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
NEPA	National Environmental Policy
NCTPA	Napa County Transportation Planning Agency
NHS	National Highway System
OTS	Office of Traffic Safety
PCC	Paratransit Coordinating Council
PDS	Project Development Support
PMS	Pavement Management System
POP	Program of Projects
PSR	Project Study Report
RABA	Revenue Alignment Budget Authority
RFP	Request for Proposal
RFQ	Request for Qualification
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SCI	Solano Commuter Information
SCTA	Sonoma County Transportation Authority
SHOPP	State Highway Operational Protection Program
SOV	Single Occupant Vehicle
SRITP	Short Range Intercity Transit Plan
SRTP	Short Range Transit Plan
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIP	State Transportation Improvement Program

STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
TCI	Transit Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activity
TEA-21	Transportation Efficiency Act for the 21st Century
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TOS	Traffic Operation System
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Stacy Medley, Office Manager/Clerk of the Board
RE: CONSENT AGENDA (Any consent agenda item can be pulled for discussion)

Recommendation

That the STA Board approves the following attached consent items:

A. Approve STA Board Minutes of May 9, 2001

B. Approve Draft STA TAC Minutes for May 30, 2001

C. Approve Draft STA TAC Minutes for Special June 4, 2001 Meeting

D. Review Funding Opportunities

E. STA Meeting Schedule (June – September 2001)

F. STA Caltrans Blanket Resolution

G. Appointment of New PCC Members

H. EEM Funding Agreement with State of California and
Transfer Agreement with the City of Vallejo for Solano Bikeway

I. Proposed New Corridor Study for the City of Vacaville

J. Revised Board Stipend Policy

Agenda Item VII.A
June 13, 2001

SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
May 9, 2001

I. CALL TO ORDER - CONFIRM QUORUM

Chair Coglianese called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

MEMBERS PRESENT:	Marci Coglianese (Chair)	City of Rio Vista
	John Silva (Vice Chair)	County of Solano
	Pierre Bidou	City of Benicia
	MaryAnn Courville	City of Dixon
	Steve Lessler	City of Fairfield
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Dan Donahue	City of Vallejo
MEMBERS ABSENT:	None	
STAFF PRESENT:	Daryl K. Halls	STA-Executive Director
	Dan Christians	STA-Deputy Director for Planning
	John Harris	STA-Deputy Director for Projects
	Elizabeth Richards	STA-SCI Program Director
	Sandy Catalano	STA-SCI Outreach Coordinator
	Janice Sells	STA-Program Manager/Analyst
	Stacy Medley	STA-Clerk of the Board
	Melinda Stewart	STA Asst. Legal Counsel
	Robert Guerrero	STA Planning Assistant
	Jennifer Tongson	STA Project Intern
ALSO PRESENT:	Mark Akaba	City of Vallejo
	Gail Bechtle	Cordelia Resident
	Pam Belchamber	City of Vallejo
	Bert Brown	CH2M Hill
	Ray Chong	City of Fairfield
	Kevin Daughton	City of Fairfield
	Bob Grandy	Grandy & Associates
	Albert K. Greejan	Cordelia Resident

Ron Hurlbut	City of Fairfield
Bernice Kaylin	League of Women Voters
Cecile Kazomi	City of Benicia
Joe Krammor	Benicia
Gary Leach	City of Vallejo
Peter Martin	Wilbur Smith Associates
Alan Nadritch	City of Benicia
Daphne Nixon	Cordelia Resident
Bryan Porter	Parsons Brinckerhoff
Cynthia Rhode	Nolte Associates
Josh Shaw	Shaw & Yoder, Inc.
Paul Wiese	Solano County
James Williams	Vacaville Resident
Paul Yoder	Shaw & Yoder, Inc.

II. APPROVAL OF AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None

IV. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- I-80/I-680/SR 12 Public Input Meeting
- Capitol Corridor Rail Station Presentations
- Solano County's RTP Submittal/Local Interchange Policies
- State Legislative Report
- STA's 2001/02 Budget
- Employer Program Highlighted

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

Jim Spering commented that he has been working to strengthen the relationship between MTC and North Bay counties. He thanked staff for their assistance in helping to make this happen. Specifically, MTC is becoming more sensitive to Solano County's needs.

VI. **State Legislative Report** – Josh Shaw and Paul Yoder, STA's State Lobbyists, updated the STA Board on current state bills and the impact of the utility crisis on the state's projected budget surplus.

Capital Corridor Rail Stations – The three project sponsors, City of Benicia, City of Dixon and City of Fairfield, provided presentations on their proposed future Capital Corridor Rail Station sites.

VI. CONSENT AGENDA

On a motion by Member Lessler, with a second by Member Donahue, the following consent items were approved in one motion.

A. Approve STA Board Minutes of April 11, 2001
B. Approve Draft STA TAC Minutes for April 25, 2001
C. Extension Request for Highway 37 STIP Funding

Recommendation: Authorize the Chair to send a letter of support for Caltrans District 4's submission of a 20-month extension for STIP 2000 funds involving the Route 37 widening project

D. **Route 30 Marketing Program for 2001/02**
Recommendation: Approve $10,000 of the 2001-02 SolanoLinks marketing budget for marketing Route 30

E. **City of Rio Vista Request to Designate Front Street as part of Caltrans' Functional Classification Program**
Recommendation: Authorize the Executive Director to submit a Letter of Concurrence on the proposed change to the Caltrans Functional Road Classification Program for the City of Rio Vista

F. **2001-02 State Transit Assistance Fund (STAF) Request**
Recommendation: Recommend approval by the STA Board for the three STAF capital match requests totaling $240,932

G. **Vehicle Replacement Needs for Solano Paratransit**
Recommendation: Approve the replacement of five Paratransit vehicles in the Solano Paratransit fleet with Regional Paratransit funding for a total not to exceed $375,000

H. **Executive Director's Performance Review**
Recommendation: Appoint Board Subcommittee of Marci Coglianese, Dan Donahue, John Silva and Jim Spering to coordinate the performance review process and schedule for STA's Executive Director

I. **FY 01/02 STA Benefits Summary**
Recommendation: Authorize the Executive Director to sign the current year benefits summary and adjusted salaries for STA employees

J. **FY 00/01 Quarterly Report**
Recommendation: Receive and file the third quarter STA Quarterly Report

K. **FY 01/02 Administrative Services Contract Between STA and the City of Vacaville**
Recommendation: Authorize the Executive Director to enter into a contract for administrative services with the City of Vacaville for fiscal year 2001-02

L. **Co-Sponsorship Workshops on Smart Growth and Sustainable Development**
Recommendation: Authorize the STA to co-sponsor two countywide workshops for the combined Regional Agencies Smart Growth Strategy and Bay Area Alliance for Sustainable Development Regional Livability Footprint Project

VII. ACTION ITEMS: NON-FINANCIAL

A. I-80/680 Alternatives

John Harris discussed this item. He stated that the first segment of this study is the most critical, which relates to the PSR on the I-80/680/SR 12 interchange. He noted that a multitude of meetings are taking place as part of this study, with full support and cooperation so far from Caltrans District 4 and the FHWA. The consultants from Korve Engineering have eight core alternatives, and will recommend narrowing them down to five alternatives as part of the presentation.

Hans Korve, Korve Engineering, presented the eight alternatives and offered the justifications for reducing the alternatives to five.

Ron Hurlbut, City of Fairfield, stepped forward and recommended that the STA Board come to the June Arterials, Highways and Freeways subcommittee to seek more detailed information on this project and the recommendations under consideration. He stated that the STA TAC supports the five project alternatives and the recommendation before them.

Member Spering asked for clarification on who makes the final decision on the ultimate project design. Daryl Halls commented that Caltrans, FHWA and the STA Board are the three agencies that need to approve the ultimate recommendation, with the STA Board to be the first to approve the recommendation.

Mark Akaba, City of Vallejo, noted the process is long and complex, and praised the staff for their hard work.

Recommendation: Review I-80/680/SR 12 Interchange alternatives and approve alternatives 1a, 2d, 3b (modified), 4b (modified) and 6a for tier 2 analysis

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

B. Solano County 2001 Regional Transportation Plan (RTP) Submittal

Dan Christians discussed this item. He went over all the recommended 2001 RTP proposals that were being recommended for submittal to MTC. He briefed the STA Board on the Track 1 and Track 2 projects. He noted that there is approximately $235.4 million available to Solano County for Track 1 and $1.1572 billion for Track 2.

Daryl Halls noted there was much discussion at the STA TAC. He also stated the STA has until May 25 to submit projects for the RTP. He stated that some of the numbers provided are project estimates, not exact totals for programming purposes.

Chair Coglianese asked that the STA Board needed to take their time reviewing this list and make sure they are comfortable with the final recommendation. She also stated that at the retreat the Board agreed to make sure they set their priority projects and if the Board agrees with these priorities identified at the retreat, the RTP recommendation needs to reflect the Board's priorities. She also stated it is unfortunate the RTP process is moving forth before the Comprehensive Transportation Plan is completed. She requested some Track 1 funding be set aside for Highway 12 MIS project.

Member Slade stated that statements were made at the retreat on how the Board wanted to be more involved on funding being allocated. She commented that she is concerned about the Highway 12 issue, and stated this project should be discussed to decide the priority of this project.

Member Donahue asked if the Board wanted to take funding out of Track 1, and if so, what project would staff suggest taking funding from to accommodate the Track 1 funds for the Highway 12 project.

Daryl Halls stated that the STA TAC had a lengthy discussion on the projects being recommended. He noted the STA TAC had adjusted local funding for local non-MTS streets and roads, local interchanges, and Jepson Parkway and these were potential projects to consider reducing Track 1 funds to provide Track 1 funds for Highway 12.

Member Bidou asked when would the Hwy 12 project be ready to begin. Chair Coglianese stated that depends on the Highway 12 MIS Subcommittee on when projects could start. Daryl Halls stated that the next Highway 12 MIS Subcommittee meeting would take place on Friday, 5/9/01 and as part of the discussion some of the short-term projects would be discussed.

Ron Hurlbut, City of Fairfield and STA TAC representative, spoke on behalf of this item. He stated that the RTP was a very lively discussion, which led to another special STA TAC meeting, specifically to discuss these projects. He said the STA TAC realizes that this issue will come back again in three years for additional funding discussion. He stated that the STA TAC recommends MTC reduce the amount of funds to be taken off the top for several regional

programs. He noted the STA TAC expressed a high level of interest in local roads. He then stated that local interchanges were another STA TAC priority.

Jim Spering suggested the Highway 12 project could be eligible for funding as part of the local interchanges item in the list of RTP submittals.

Chair Coglianese stated that the STA Board needs to make sure they set the policy before making any future decisions. Member Slade also agreed. Member Spering noted the importance to go after the funding, and the STA Board could make a policy decision for future funding.

Member Slade stated how troubling it is for the STA Board to have to make decisions in such a minimal amount of time and the Board should be given more explanation on how and why these funds are being recommended for these funds. She stated their should be a better way to inform the STA Board on future project funding, with information that would help them make a more informed decision.

Vice Chair Silva noted that when he became apart of the STA Board, there were a number of concerns regarding a lack of communication between the city/county staff, and the communication has come along way. He commended staff for doing a great job creating this list. He indicated his support for the Hwy 12 project, but he doesn't support taking funds away from local roads or local interchange projects. He also noted that the STA Board knew of this decision and he supports the staff's recommendations, with the addition of making Hwy 12 project eligible for funding under local interchanges, being eligible for funding under local interchanges.

Recommendation: Approve the Solano County 2001 RTP submittal for Track 1, 2 and ITIP projects.

On a motion by Vice Chair Silva, and a second by Member Spering, the STA Board voted to support the recommendation, (5-3 vote with Chair Coglianese, Members Slade and Donahue voting no) with an amendment to recommend the Hwy 12 MIS project be eligible for funding under local interchanges.

C. Development of STA Policy for Local Interchanges

Daryl Halls presented this item. He noted the inclusion of local interchanges for Track 1 funding under the previous item and the need for the STA to develop a policy.

Recommendation: Authorize staff to work with the STA TAC to develop policies for allocating countywide transportation funds for local interchanges to be developed as part of the Arterials, Highways and Freeways element of the Comprehensive Transportation Plan.

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

D. Appointment of STA Representative to Open Space Advisory Committee

Chair Coglianese presented this item. She asked for the STA Board's support to authorize a STA representative to serve on the Open Space Advisory Committee.

Recommendation: Approve authorizing the Chair to appoint an STA representative to the Open Space Advisory Committee.

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

E. Legislative Report

Janice Sells discussed this item. She provided information on the three bills recommended for consideration by the STA Board.

Recommendation: Adopt the following positions: 1.) SB 547 – support, 2.) SCA 3 – oppose, and 3.) SB 910 – oppose.

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

Daryl Halls noted that on item VIII.B, STA Legal Council, Melinda Stewart reviewed the JPA and noted the majority of population, had not been attained. The item was postponed until staff could calculate and confirm the population totals.

IX. INFORMATION ITEMS: (Discussion Necessary)

A. Comprehensive Transportation Plan Update

Dan Christians presented information on this item. He stated that the next three subcommittee meetings have been set. Staff is working with consultants on future HOV analysis. April of 2002 is the target to bring back a recommendation to the STA Board.

B. SCI Employer Program

Sandy Catalano presented information on this item. She noted employee concerns for lack of parking in employer parking lots. She noted the staff is currently working with nine different employers to find out the necessary needs.

Member Slade commented on the excellent job that STA's SCI program is doing on promoting alternatives for employers.

C. Welfare to Work Transit Study

Elizabeth Richards presented information on this item. She highlighted an upcoming meeting set for May 31. She stated that there was a strong participation as part of this program. An eleven-page summary has been created of alternatives to be considered.

D. SolanoEco Award

E. Project Delivery Update – Jennifer Tongson, Projects Intern noted that most of the data has been received and has been incorporated into the update in the packet.

F. Status Report on Highway 12 MIS – Dan Christians noted the cost estimates have been adjusted, along with the cost detail.

G. 2001 Solano Congestion Management Program – Dan Christians stated that this program is updated every two years and will come back in the next few months for Board consideration.

The STA Board reopened discussion on item VIII.A

Due to the population totals of the five cities in favor of the motion failing to exceed 50% of Solano County's population, the motion did not pass.

Chair Coglianese proposed a new motion to reduce $2 million from the local road rehabilitation category – Track 1 and put it into the Hwy 12 MIS Study under Track 1.
Member Lessler asked the staff to comment on this proposal. He further noted it was unlikely the entire $24 million in Track 1 funds would be allocated during the next three years. The RTP was not an actual programming document and could be adjusted in three years as part of the next RTP.

Member Lessler asked the staff to comment on this proposal. Staff noted it was unlikely the entire $24 million in Track 1 funds would be allocated during the next three years and the RTP was not an actual programming document and could be adjusted in three years as part of the next RTP.

Member Slade stated she would motion to approve this recommendation, with Member Donahue seconding the motion, to reduce by $2 million Track 1 funds for local non-MTC road rehabilitation and to add $2 million to Track 1 funds for Hwy 12 improvements.

Vice Chair Silva noted his opposition to this motion.

Member Spering asked if the Public Works Directors supported the original staff recommendation. This was confirmed by Ron Hurlbut.

Chair Coglianese noted the significance of Highway 12 and the issues that it involves. She stated that 25 people stepped forward at the Rio Vista public meeting to speak on behalf of this project and she felt that the significance of this need should be considered.

Member Lessler asked what $2 million would do for Hwy 12. Dan Christians stated that there are short-term projects that would help make operational improvements and these will be discussed at a meeting scheduled for Friday.

Member Slade noted that if the project is not in Track 1 than it is only in Track 2. She stated that Hwy 12 is a very important highway in this county and the Board should think of this as important countywide.

Member Donahue stated he felt that $2 million is an easy amount to provide. Member Lessler agreed that these funds would be worth placing in Track 1. Member Spering indicated his concern about the process and the lack of time for consideration of the request, but indicated he would support the new motion. He encouraged others to do the same.

On a motion by Member Slade, and a second by Member Donahue, the STA Board unanimously approved this recommendation with an amendment to add $2 million in Track 1 funds to Hwy 12 MIS project and reduce $2 million in Track 1 funds from rehabilitation of local non-MTS streets and roads.

X. FUNDING OPPORTUNITIES – (For Information Only)

Lower Emission School Bus Program – May 15, 2001
Pedestrian Safety Program – May 22, 2001
Safe Route to Schools, Second Cycle – May 22, 2001
Bicycle Transportation Account – June 1, 2001
Regional Transportation Fund for Clean Air Program – June 29, 2001
Recreation Trails Program – Non Motorized – October 1, 2001

XI. BOARD MEMBER COMMENTS

None

XII. ADJOURNMENT

The STA Board meeting was adjourned at 8:50 p.m. The next regular meeting will be held June 13, 2001, 6:00 p.m., at Suisun City Hall.

Agenda Item VII.B
June 13, 2001

TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
May 30, 2001

1. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:35 p.m. in the Suisun City Council Chambers.

Present:

Cameron Oakes	Caltrans
Ron Hurlbut	City of Fairfield
Jim Holden	City of Rio Vista
Mike Duncan	City of Suisun City
Julie Pappa	City of Suisun City
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Rob Collison	Collison Engineering
Paul Wiese	County of Solano
Hans Korve	Korve Engineering
Dale Dennis	PDM
Kim Cassidy	STA
Dan Christians	STA
Robert Guerrero	STA
Daryl Halls	STA
Elizabeth Richards	STA
Janice Sells	STA
Jennifer Tongson	STA

II. OPPORTUNITY FOR PUBLIC COMMENT

None

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans

MTC

STA

IV. CONSORTIUM UPDATE

None

V. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

A. Minutes of Meeting of April 25, 2001
B. Review Funding Opportunities Calendar
C. STA Meeting Schedule (June-August 2001)
D. STA Caltrans Blanket Resolution
Recommendation: Recommend that the STA Board pass a resolution authorizing the Executive Director to execute agreements using Federal and/or State funding for transportation projects through the California Department of Transportation

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

VI. ACTION ITEMS

A. Draft 2001-02 STA Budget

Daryl Halls reviewed the draft 2001-02 STA Budget which will be agendized for STA Board consideration on 6-13-01.

Recommendation: Forward STA's Draft 2001/02 budget to the STA Board for their consideration

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

B. STIP/STP Swap

Daryl Halls explained the expanded workload in the funding/project management/transit sections and the need for additional support for the Deputy Director of Projects. The total percentage of RTIP funds can be swapped with STP funds to support STA operational activities. The fund swap exchange for two years will cover the following expenses:

- Full-time professional staff position in the funding/project management/transit section
- Additional countywide traffic modeling to support the comprehensive plan corridor studies, priority projects

Recommendation: Recommend that the STA Board authorize staff to develop a STIP/STP fund exchange to augment the FY 2001-02 and 2002-03 budgets for an amount not to exceed $320,000

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

C. Countywide Traffic Model

Dan Christians summarized the 5-year projection from 2000-2025 modeling plan which is being developed. Dan also reviewed the first modeling run which is a fiscally constrained model including those projects that are fully funded in Track 1 of the RTP.

Recommendation: Forward a recommendation to the STA Board to approve the "fiscally constrained" 5-year increment traffic projections to the year 2025 for the Countywide Traffic Model

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

D. HOV Projections on I-80/680/780 and Highway 12

Dan Christians reviewed the existing HOV counts conducted by Fehr & Peers in March/April 2001.

Recommendation: Forward a recommendation to the STA Board to approve the long-range HOV projections along the I-80/680/780 corridor

Action on this item was tabled.

E. I-80/680 Funding Strategy/TCRP Application

Dale Dennis (PDM) summarized the interim funding strategy, which will assist in the near-term programming scheduled to occur in the next few months. A multi agency meeting will be held to discuss the I-80/I-680/SR 12 Interchange alternatives, the interim funding strategy, and local transportation management issues. Hans Korve (Korve Engineering) explained Phase 2a of the project.

Recommendation: 1.) Forward interim funding strategy to STA Board for approval and 2.) Forward recommendation to STA Board authorizing Executive Director to submit TCRP application to CTC for I-80/680 project

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

F. Highway 37 – Revised Project Cost Adjustment

Daryl Halls explained the need for an additional $2 million in funds to cover the project cost increase on Route 37 phase 2. Katie Yim, Caltrans' project manager for Route 37 was available to answer questions.

Recommendation: Forward recommendation to STA Board reconfirming approval of allocation of $2 million from Solano County's 2000 STIP reserve to cover the cost increase of the Route 37 widening project (Phase 2) conditional on Caltrans support of a 2002 ITIP request for the I-80/680 interchange project

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

G. Capitol Corridor Rail Station Evaluation

Dan Christians explained the need for a special TAC meeting (June 4, 2001) to focus on evaluating the three Capitol Corridor Rail Station sites, make a recommendation of a selected site and discuss a preliminary funding strategy.

Recommendation: Set a special TAC meeting on June 4, 2001 at 3:30 p.m. to develop a recommendation to the STA Board for selecting the next proposed Capitol Corridor rail station site and related funding strategy

On a motion by Paul Wiese, and a second by Virgil Mustain, the STA TAC unanimously approved the recommendation.

H. Legislative Report

Janice Sells summarized the updated Legislative Matrix highlighting SB-873. She noted STA staff is seeking support to amend language into this bill to include.

Recommendation: SB 873 – seek amendments

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

VII. INFORMATION ITEMS

A. Unmet Transit Needs

Daryl Halls explained the Unmet Transit Needs matrix and the letter from MTC regarding Solano County Unmet Transit Needs Status and delay in TDA claims for road projects. Don Morgan (MTC) further explained the process. He also explained a separate letter regarding MTC's allocation of TDA interest. The Consortium requested to review MTC's accounting of the misallocation of TDA interest.

B. Status Report on Highway 12 SHOPP Projects

Katie Yim (Caltrans) provided an update on three SHOPP projects on Hwy 12.

C. Solano Comprehensive Transportation Plan Update

Robert Guerrero reviewed progress of the CTP.

D. 2001 Solano Congestion Management Program

Robert Guerrero discussed the purpose of and updates to the CMP. He noted the goal is to submit a draft 2001 CMP to the STA Board by 7-31-01 with a final 2001 CMP to be submitted to MTC by 10-1-01.

E. Highway Status Matrix

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

F. 2002 ITIP/RTIP Status

Daryl Halls discussed four priority projects and their proposed funding ranges. They include: The I-80/680 Interchange, Jepson Parkway, Vallejo Intermodal Station, and Capitol Corridor Rail. The TAC requested local funds for the I-80/505 weave correction project.

G. SCI City Outreach Program

Elizabeth Richards summarized the meetings with Rio Vista and Dixon to discuss program service and delivery modifications. She noted she will be meeting individually with STA Board members and each jurisdiction with approximately two meetings per quarter expected.

IX. ADJOURNMENT

The meeting was adjourned at approximately 3:38 p.m. The next meeting is scheduled for Wednesday, June 5 at 3:30 p.m.

Agenda Item VII.C
June 13, 2001

STA
Solano Transportation Authority

TECHNICAL ADVISORY COMMITTEE
Minutes of the special meeting of
June 4, 2001

1. CALL TO ORDER

Daryl Halls called the regular meeting of the Technical Advisory Committee to order, at approximately 3:30 p.m. in the STA Conference Room.

Present:

Alan Nadritch	City of Benicia
Janet Koster	City of Dixon
Charlie Beck	City of Fairfield
Ray Chong	City of Fairfield
Kevin Daughton	City of Fairfield
Ron Hurlbut	City of Fairfield
Tom Bland	City of Rio Vista
Mike Duncan	City of Suisun City
Gian Aggarwal	City of Vacaville
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Paul Wiese	County of Solano
Daryl Halls	STA
Dan Christians	STA
John Harris	STA
Kim Cassidy	STA
Robert Guerrero	STA
Peter Martin	Wilbur Smith & Assoc.

I. OPPORTUNITY FOR PUBLIC COMMENT

None

II. ACTION ITEMS

A. Capital Corridor Rail Station Evaluation

Peter Martin, Wilbur Smith and Associates, explained the station evaluation criteria, the process used for rider ship forecast/patronage and the mode split. He then summarized

the project schedule, railroad approvals and program funding. Based on these criteria and the result of his analysis, he noted his recommendation for the next priority rail station to be the Fairfield/Vacaville site with recommendation for Benicia as the second site. The STA staff recommendation concurred with the consultant recommendation.

Recommendation: 1.) Forward a recommendation to the STA Board to support the consultant recommendation to pursue the Fairfield/Vacaville site as the next Capitol Corridor rail station, and 2.) Support the design of all three stations with previously approved $250,000 in STIP funds.

On a motion by Janet Koster, and a second by Ron Hurlbut, the STA TAC approved the recommendation 6-2 (with Alan Nadritch, City of Benicia, and Mike Duncan, City of Suisun, voting no).

Janet Koster, City of Dixon, accepted an amendment to the recommendation by Tom Bland, City of Rio Vista, expressing concern that the new rail station not adversely affect the Suisun City ridership. Daryl Halls indicated that future ridership at the Suisun City station was taken into consideration as part of the analysis.

B. Preliminary 2002 STIP Funding Strategy for Rail and Intermodal Facilities

Daryl Halls explained staff's intention to request $5 million from the 2002 RTIP for funding of the Capitol Corridor rail station with a portion of the funds set aside for development of two additional rail sites and track improvements supported by the Capitol Corridor.

Recommendation: Informational

IV. ADJOURNMENT

The meeting was adjourned at approximately 5:25 p.m. The next meeting is scheduled for Wednesday, June 27 2001 at 1:30 p.m.

Agenda Item VII.D
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: Funding Opportunities (For Information Only)

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

Fund Source	Application Available From	Applications Due
Regional Transportation Fund for Clean Air Program	Andrea Gordon BAAQMD (415) 749-4940	June 29, 2001
Recreation Trails Program - Non Motorized	Charlie Harris State Department of Parks and Recreation (916) 651-8582	October 1, 2001
FY 2001/02 Vehicle Incentive Program for Light Duty Clean Air Vehicles	David Burch BAAQMD (415) 749-4641	September 2001

Solano Transportation Authority

FUNDING OPPORTUNITY:

Regional Transportation Fund for Clean Air Program

Applications Due: June 29, 2001

TO: STA Board Members

FROM: Robert Guerrero, Planning Assistant

This summary of Regional Transportation Fund for Clean Air 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 of Benicia, Fairfield, Suisun City, and Vallejo, the County of Solano, and school districts and universities in the Bay Area.
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. The specific funding amount available for FY 2001-02 will be provided in April.
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 2001-2002 Regional TFCA program is currently being revised. Information will be provided as they become available.
Program Contact Person:	Andrea Gordon, BAAQMD, (415) 749-4940.
STA Contact Person:	Robert Guerrero, Planning Assistant (707) 422-6491.

STA
Solano Transportation Authority

FUNDING OPPORTUNITY:

Recreation Trails Program - Non-Motorized

Applications Due: October 1, 2001

TO: STA Board Members

FROM: Robert Guerrero, STA Planning Assistant

This summary of the Recreation 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:	Local governments and non-profit agencies.
Program Description:	The purpose of this program is to provide grants for non-motorized trails projects.
Funding Available:	$2 million is anticipated to be available statewide. The Recreation Trails Program can provide up to 80% of the project cost. This program can be combined with federal funding for a total of up to 95% with a 5% minimum balance for a local match, otherwise a 20% local match will be required.
Eligible Projects:	1) Maintenance and restoration of existing recreational trails, 2) Development of trailside and trial head facilities and trail linkages for recreational trails, 3) Construction of new recreational trails, 4) Purchase and/or lease of recreational trail construction and maintenance equipment.
Further Details:	For more information, please visit the California Department of Parks and Recreation website at http://parks.ca.gov/grants/rtp/rtp00.htm.
Program Contact Person:	Charlie Harris, Grant Project Manager, (916) 651-8582
STA Contact Person:	Robert Guerrero, Planning Assistant, (707) 422-6491

Solano Transportation Authority

FUNDING OPPORTUNITY:

2001/02 Vehicle Incentive Program (VIP) for Light Duty Clean Air Vehicles

Applications Due: September 2001 (Tentatively)

TO: STA Board Members

FROM: Robert Guerrero, STA Planning Assistant

This summary of the 2001/02 Vehicle Incentive Program (VIP) 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:	Public agencies.
Program Description:	The goals of the program are to 1) reduce vehicle emissions and diversify vehicle fleets, 2) provide funds to cover the incremental cost of alternative fuel, clean air vehicles and 3) provide a streamlined, user-friendly application process.
Funding Available:	Approximately $1.2 million will be available for the VIP program in FY 2001/02. This includes $900,000 for the basic VIP program and $300,000 for the high mileage VIP program.
Eligible Projects:	Public agencies qualify for VIP incentives if vehicles purchased meet the following criteria: • Gross vehicle weight (GVW) is 10,000 pounds or less • Dedicated alternative fuel: natural gas, propane, or electric vehicles • Certified by the CARB to the ULEV, SULEV, or ZEV emissions standards
Further Details:	At this time the District is proposing changes to last years VIP Program. STA will notify any interested agencies of new information as they become available.
Program Contact Person:	David Burch, BAAQMD, (415) 749-4641.
STA Contact Person:	Robert Guerrero, Planning Assistant, (707) 422-6491

Agenda Item VII.E
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Kim Cassidy, Administrative Assistant
RE: STA Meeting Schedule (June-September 2001)

Background:

Attached is the STA meeting calendar for the period of June 15 through September 30, 2001.

Fiscal Impact:

None.

Recommendation:

Informational

Attachment

STA MEETING SCHEDULE
(June/September 2001)
Updated 6/7/01

DATE	TIME	DESCRIPTION	LOCATION
June 15	1:30 p.m.	Paratransit Coordinating Council (PCC)	FF Community Center
June 21	1:30 p.m.	Hwy 12 MIS Subcommittee	So. Co. Trans. Dept. Conf. Rm
June 27	10:00 a.m.	SolanoLinks Consortium	STA Conference Room
June 27	1:30 p.m.	STA Technical Advisory Committee	So. Co. Trans. Dept Conf. Rm
July 9	10:00 a.m.	Arterials, Freeways & Highways Subcommittee	Suisun City Hall
July 11	6:00 p.m.	STA Board Meeting	Suisun City Hall
July 18	3:30 p.m.	Alternative Modes Subcommittee	Suisun City Hall
July 28	1:30 p.m.	Paratransit Coordinating Council (PCC)	FF Community Center
Aug. 1	9:00 a.m.	Transit Subcommittee	Suisun City Hall
Aug. 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room
Aug. 29	10:00 a.m.	SolanoLinks Consortium	STA Conference Room
Aug. 29	1:30 p.m.	STA Technical Advisory Committee	So. Co. Trans. Dept Conf. Rm
Sept. 12	6:00 p.m.	STA Board Meeting	Suisun City Hall
Sept. 26	10:00 a.m.	SolanoLinks Consortium	STA Conference Room
Sept. 26	1:30 p.m.	STA Technical Advisory Committee	So. Co. Trans. Dept Conf. Rm

Agenda Item VII.F
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: STA Caltrans Blanket Resolution

Background:

In September 2000, the STA Board approved the 2000 STIP Augmentation Program. Included in the project listing was $121,000 for Planning and Program Monitoring (PPM), which represents the amount allowable under STIP guidelines (.5% of the total STIP allocation). The $121,000 has been earmarked for planning and project delivery assistance for FY 00-01 and FY 01-02. STA staff submitted the paperwork to draw down the funding with STA Resolution No. 99-10, which authorizes the Executive Director to execute program supplements with the State of California. Unfortunately, Resolution 99-10 only references Federal aid projects. PPM funds involve State-Only monies. Therefore, the STA Board needs to pass a resolution authorizing the Executive Director to execute agreements for both Federal and State funding.

The STA TAC approved the recommendation for a resolution on the TAC consent calendar.

Recommendation:

Adopt a resolution authorizing the Executive Director to execute agreements using Federal and/or State funding for transportation projects through the California Department of Transportation.

Attachment

RESOLUTION NO. _____

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE VARIOUS DOCUMENTS REQUIRED TO RECEIVE STATE AND/OR FEDERAL FUNDING

WHEREAS, the Solano Transportation Authority is eligible to receive Federal and/or State funding through the California Department of Transportation, for certain transportation projects which have been approved by the Solano Transportation Authority Board of Directors; and

WHEREAS, Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements and/or Fund Transfer Agreements need to be executed with the California Department of Transportation before such funds can be claimed; and

WHEREAS, the Board of Directors of the Solano Transportation Authority wishes to delegate authorization to execute these agreements and any amendments thereto to the Solano Transportation Authority's Executive Director.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority's Executive Director be authorized to execute all of the following agreements with the California Department of Transportation: Master Agreements, Program Supplemental Agreements, Fund Exchange Agreements, Fund Transfer Agreements, and any other agreement necessary to receive State and/or Federal Funding for transportation projects previously approved by the Solano Transportation Authority, and any and all amendments to those agreements

I HEREBY CERTIFY that the foregoing resolution was introduced and passed at a regular meeting of the Board of Directors of the Solano Transportation Authority held on the 13th day of June, 2001 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

_____

Stacy Medley, Clerk of the Board

Agenda Item VII.G
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: Appointment of New PCC Members

Background:
The Solano Paratransit Coordinating Council (PCC) currently has five vacancies for specific positions that reflect the different views of the community (as required by MTC). The PCC requires candidates interested in participating to submit a letter of interest after attending at least three regular PCC meetings to be considered for nomination by the STA Board. The term of service on the PCC is three years.

Discussion:
Previously, the PCC reviewed letters of interest submitted by Earnest Bradford and James Williams. Mr. Bradford and Mr. Williams have attended three or more PCC meetings and have expressed a desire to participate. After the PCC members interviewed and discussed the letters of interest, they unanimously voted to forward a recommendation to the STA Board to appoint Earnest Bradford and James Williams as the newest PCC members. The PCC recommended to appoint Earnest Bradford to the currently vacant Elderly Position and James Williams to the currently vacant Member-at-Large Position.

Attached are: 1) The current list of PCC members and vacant positions, 2) Letters of Interest and 3) resumes and letters of support.

Recommendation:
Appoint Earnest Bradford and James Williams to the Solano Paratransit Coordinating Council for a term of three years.

Attachments

PCC MEMBERSHIP LIST

CLASSIFICATION	MEMBER	ALTERNATE	TERM EXP.
Voting Members			
Transit Users			
1. Elderly	**Vacant**	**Vacant**	
2. Low Income	**Vacant**	**Vacant**	
3. Handicapped	Fred Ramsey, PCC Parliamentarian	Gloria G. Davis	12/03
Members-at-Large			
4. Member-at-Large	**Vacant**	**Vacant**	
5. Member-at-Large	**Vacant**	**Vacant**	
Public Agencies			
6. Education-Related	Cat Evanson, Solano Community College	Ted Harding	12/03
7. Solano County	Abe Bautista, PCC Chair, Solano County Mental Health Services	Richard Sibley	12/03
Social Service Providers			
8. Yellow Cab Vallejo/Benicia	Marcia Kent, PCC Vice-Chair	Zora Mangat	12/03
9. MV Transportation Co.	Larry Schwahn	Vacant	3/02
10. MTC Elderly & Disabled Representative	Jim Simon	Ed Watson	12/03
11. Independent Living Resource	Richard Broaddus	**Vacant**	1/04
12.	**Vacant**	**Vacant**	
Non-Voting Members			
1. Benicia Transit	Alan Nadritch	Carole Simpkins	N/A
2. Caltrans District 4	Burdette Conner		N/A
3. Dixon Readi-Ride	Vanessa Klaiber-Guerrero	Jeff Matheson	N/A
4. Fairfield/Suisun	Kevin Daughton	Mike Delude	N/A
5. MTC	Alan Eliot		N/A
6. Rio Vista Transit	Jim Holden		N/A
7. Solano County	John Gray		N/A
8. Vacaville	Trent Fry	Karri Remme	N/A
9. Vallejo Transit	Pam Belchamber	Pam Gillam	N/A

3/16/01

Solano Transportation Authority
333 Sunset Ave.
Suisun City, California 94585

Attn: Chairperson, Solano County Paratransit Coordinating Council
Mr. Abe Bautista

Subject: Membership Consideration

The purpose of my letter is to request that my application for membership be considered and approved. I have read and understand the goals and objectives of the Coordinating Council and would like to be considered for membership. A lifetime member of the Disabled American Veterans Organization, transportation has been an ongoing issue for a long time. I believe that the goals of the council parallel the issues and concerns of our disabled Veterans. If accepted as a member, I will learn and work hard to achieve the stated goals and objectives of the organization.

Ernest E. Bradford
3513 Fieldcrest Ave.
Fairfield, Ca. 94533
707-427-6210
e-mail: drtfmr@jccomp.com

P.S. Copy of resume attached

DATE : MAY 16, 2001

To: PCC
c/o
S.T.A.
333 Sunset Ave. Suite 200
Suisun Ca. 94585

FROM: James Williams
P.O. 44
Elmira, Ca. 95625

re: Letter of interest

Dear council members;

I am interested in joining and becoming a member of the PCC. I would like to serve in the position of member at large as I find myself speaking at a variety of venues and feel I could use these speaking opportunities as an outreach to the community; and to bring their concerns and desires back to this council.

I have been a resident of Solano County since 1984. I am a member in good standing of the following:

1) Vacaville Chamber of Commerce
2) Solano Tax Payers Association
3) Central Solano Tax Payers Association
4) Solano County Land Alliance
5) Toast Masters International Club 7674

And am a card carrying member of the Leisure Town Entertainers Guild.

My life experience includes:
Working one on one with physically disadvantage students through high school. (Anchorage, Alaska)
Serving four years in the US Navy receiving two letters of Appreciation and one letter of Commendation.
An honors Degree in design and engineering graduating in the top 5 of my class.

I look forward to the learning experience and thank you for your consideration of my application.

Sincerely,

James Williams

ERNEST E. BRADFORD
3513 Fieldcrest Avenue
Fairfield, California 94533

(707) 428-6210 (H)
e-mail: drtfmr@Jccomp.com

EDUCATION:

University of San Francisco
San Francisco, California
B.S. Degree - Human Relations & Organizational Behavior

MILITARY SERVICE:

United States Marine Corps, Active Duty, 1953-1974
First Sergeant
Instructor - Officer Candidate School
Drill Instructor
Recruiter
Platoon Sergeant - Platoon Commander
Military Policeman (5 Years)

EMPLOYMENT:

VA Regional Office, San Francisco
-Veterans Benefit Counselor

Contra Costa County
-Branch Office Manager/Veterans Services
-Department Head, Department of Veterans Services

State of California, State Department of Alcohol and Drug Programs - Governor's Appointee, George Deukmejian and Pete Wilson

-Deputy Director/Assistant Director; Special Assistant to the Chairman, Governor's Policy Council

Assignments:

-Governor's Policy Council
-State School Attendance Review Board
-Deputy/Office of Community Relations
-Prevention, Criminal Justice, Treatment Committees of Governor's Policy Council
-Governor's High Crime Response Team
-Governor's Task force on Drug Interdiction at Southwest Border (Arizona, New Mexico, Texas, California)

-State Infant Mortality Leadership Task Force
-State Gangs Task Force/Public Information Officer

ORGANIZATIONS - PAST/PRESENT:

Vice President, Board of Directors - Ricchmond Neighborhood House
Member, Past Chairman and Vice Chairman - West Contra Costa County Veterans Employment Committee
Member, Contra Costa County Senior Citizens Committee
Life Member, Military Order of Purple Heart
Life Member, Veterans of Foreign Wars
Life Member, Disabled American Veterans
Member, Solano County Grand Jury
Member, Solano County Alcohol and Drug Committee
Member, Solano County Affirmative Action Committee
Member, City of Fairfield Police Review Procedure Committee
Past President, Rolling Hills Network
Member, Solano Veterans Employment Committee
Member, Contra Costa Task Force on Homelessness

MILITARY AWARDS:

Navy Commendation Medal
Purple Heart
Combat Action Ribbon
Presidential Unit Citation
Good Conduct Medal - 5 Stars
National Defense Service Medal
Korean Service Medal
Vietnam Service Medal
United Nations Service Medal
Vietnamese Cross of Gallantry
Republic of Vietnam Meritorious Unit Commendation
Republic of Vietnam Campaign Medal
Meritorious Masts

OTHER AWARDS:

VFW Award of Commendation
American Legion Medal of Valor
Commendation - Veterans Administration
Commendation, State of California, Office of Criminal Justice Planning
State Department of Alcohol and Drug Programs/African American Constituent Commendation
Distinguished Service Award/California National Guard
Joint Resolution/California Assembly and Senate
Commendation, California Highway Patrol
Commendation, State of California Office of Traffic Safety

Solano County Taxpayers Association

350 West A Street • Dixon, CA 95620 • (707) 678-8914

20 January,2001

TO WHOM IT MAY CONCERN:

Although I have known Jim Williams for only a year and a half, I have been impressed by his interest and participation in community activities.

He has been an active member of our local Taxpayers organization, chairing meetings on occasion. He has been and is vitally interested in all transportation issues in our city and county and has become somewhat of an expert in that field.

I think that Jim is well suited temperamentally and intellectually to serve on any citizens committee. He is a good listener and courteous to everyone.

Jim is diligent. He prepares himself well. I have absolutely no hesitancy in recommending him.

Sincerely,

Earl von Kaenel

Earl von Kaenel
Acting Chairman,
Vacaville Unit
Solano County Taxpayers Association
448 8632

Agenda Item VII.H
June 13, 2001

STA
Solano Transportation Authority

DATE: June 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: EEM Funding Agreement with State of California And Transfer Agreement with the City of Vallejo for Solano Bikeway

Background:
In August of 2000, the California Transportation Commission (CTC) awarded the STA a $250,000 Environmental, Enhancements and Mitigation (EEM) Program grant to assist in the construction of the Solano Bikeway project. The project is now under construction and the funds from this grant need to be allocated to complete the project. Full construction of the project is anticipated by August 2001 with a ribbon cutting being planned by the Bicycle Advisory Committee and City of Vallejo for mid-September.

Discussion:
A formal EEM funding agreement with Caltrans has been drafted and reviewed by the STA legal counsel. In addition, a transfer agreement with the City of Vallejo has been prepared to transfer responsibilities and requirements of the grant to the City of Vallejo, the lead construction agency for the project (see attachment).

Once these two agreements are in place, the City of Vallejo can invoice the STA for reimbursement of project costs and the STA can then invoice the state for these funds.

Recommendation:
Authorize the Executive Director to enter into a funding agreement with the State of California and enter into a Recipient Funding Agreement with the City of Vallejo to provide $250,000 of Environmental Enhancement and Mitigation (EEM) funds for the Solano Bikeway Project.

Attachment

RECIPIENT FUNDING AGREEMENT
BETWEEN THE
SOLANO TRANSPORTATION AUTHORITY
AND
THE CITY OF VALLEJO
FOR ENVIRONMENTAL ENHANCEMENT
AND MITIGATION PROGRAM FUNDING

This Recipient Funding Agreement (hereinafter "Sub-Agreement") is made and entered into this ____ day of _____, 2001, by and between the Solano Transportation Authority, a joint powers authority consisting of the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo, and the County of Solano, (hereinafter "Applicant"), and the STA member jurisdiction of the City of Vallejo, (hereinafter "Recipient").

RECITALS

WHEREAS, Applicant and the State of California, by and through the California Department of Transportation (hereinafter "State") entered into a Funding Agreement dated August 24, 2000, (hereinafter "Agreement") providing for Applicant's receipt of certain funds to complete a certain Environmental Enhancement and Mitigation Project, (hereinafter "EEM funds") from the State; and

WHEREAS, Applicant is obligated as a recipient of the EEM funds, pursuant to the Agreement, to fulfill certain commitments; and

WHEREAS, the City of Vallejo, ("Recipient") is the project sponsor for the Solano Bikeway project, (hereinafter the "Project") which is a qualifying project under the Agreement; and

WHEREAS, Recipient is entitled to an allocation of EEM funds upon completion of the Project or various phases thereof.

AGREEMENT

NOW THEREFORE, APPLICANT AND RECIPIENT HEREBY ENTER INTO THIS RECIPIENT FUNDING AGREEMENT ON THE FOLLOWING TERMS AND CONDITIONS:

A. Project and Funding Identification:

1. The project description to which this Sub-Agreement applies is set forth in Exhibit A, entitled "Project Information," which is attached hereto and incorporated herein by this reference.

2. The maximum EEM funding amount allocated pursuant to this Sub-Agreement is Two Hundred Fifty Thousand dollars ($250,000) as set forth in Exhibit A. EEM funding for the

project shall be disbursed on a cost reimbursement basis and shall not exceed the amount allocated.

B. Recipient Agrees:

1. To be bound and abide by all provisions of the Funding Agreement between Applicant and the State dated August 24,2000, ("Agreement") which is attached hereto as Exhibit B and is incorporated herein by this reference.

2. To cooperate with Applicant and do all such things, provide all such documentation and take all such actions as shall be reasonably requested by Applicant, to facilitate Recipient's and Applicant's compliance with the Agreement and the Sub-Agreement.

3. To submit invoices to Applicant on either a quarterly basis (ending September 30, December 31, March 31, and June 30) or on an annual basis, but in no case more than ninety (90) days after Project completion.

4. That in addition to all the other terms and conditions of the Agreement, Recipient is aware of and shall comply with all the terms and conditions of Article X of the Agreement regarding subcontracting.

5. Recipient acknowledges and guarantees that the project for which this EEM funding is allocated is a qualifying project.

6. To comply with the requirements of the Fair Employment Practices Addendum, attached hereto as Exhibit C and is incorporated herein by this reference and further agrees that any agreement or service contract entered into by Recipient with a third party for performance of work connected with the Project shall incorporate Exhibit C as part of such agreement.

C. Applicant Agrees:

1. To forward the EEM funds allocated for the Project and received by Applicant from State, in a reasonable and timely manner following receipt and approval of a timely invoice submitted by Recipient.

D. It Is Mutually Agreed:

1. Term: Unless terminated earlier as provided below, the term of this Agreement shall be from the date of execution of the Agreement through, and including, June 30, 2003, or upon earlier completion of the Project, whichever is earlier in time, except that Recipient's duties regarding the continuing operations and maintenance of Project property, credits due Applicant or State and indemnification, under both the Agreement and this Sub-agreement shall survive.

2. Termination:

a. Prior to distribution of the EEM funds to Recipient, either party may terminate this Sub-Agreement at any time by giving written notice of termination to the other party which shall specify the effective date thereof. Notice of termination under this paragraph shall be given at lease sixty (60) days before the effective date of such termination.

b. This Sub-Agreement shall automatically terminate at the end of the fiscal year during which the Solano Transportation Authority loses the EEM Funding from the State, unless Applicant's rights and obligations arising from this Sub-Agreement are validly assigned or transferred as set forth below. Applicant shall provide written notice of termination, pursuant to this clause, to Recipient at least sixty (60) days prior to the effective date of termination, unless the loss of EEM funding occurs within sixty (60) days of the end of the fiscal year, in which case notice of termination shall be provided within ten (10) days of the loss of funding.

c. This Sub-Agreement shall terminate in the event that the Agreement between Applicant and the Air District is terminated. Applicant shall provide written notice of termination, pursuant to this clause, to Recipient at least thirty (30) days prior to the effective date of termination

3. Indemnity: Recipient shall indemnify, defend and hold harmless, Applicant and its member jurisdictions, and their respective officials, officers, directors, employees, agents, and volunteers from and against any and all claims, suits, actions, causes of action, loss, damages, expense and costs (including, without limitation, costs and fees of litigation) of every nature arising out of or in connection with performance of work hereunder, including, but not limited to, performance of work on the Project, or Recipient's failure to comply with any of its obligations contained in this Sub-Agreement, except such losses or damages which are caused by the sole negligence or willful misconduct of Applicant. Applicant reserves the right to represent itself in any litigation in which Applicant's interests are at stake.

Recipient shall also indemnify, defend and hold harmless, Applicant from and against all claims, suits or actions from and against which Applicant must indemnify defend and save harmless State, which result from the performance by Recipient of its duties under this Agreement.

4. Notice: All notices and other communications required or permitted to be given under this Sub-Agreement shall be in writing and shall be personally served or mailed, postage prepaid and addressed to the respective parties as follows:

TO APPLICANT: Daryl Halls, Executive Director
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

TO RECIPIENT: _____

_____

_____

_____

Notice shall be deemed effective on the date personally delivered or, if mailed, three (3) days following the date of deposit with the United States Postal Service.

5. Assignability: Neither party to this Agreement shall assign or transfer any interest in this Sub-Agreement nor the performance of any duties or obligations hereunder, without the prior written consent of the other party, and any attempt by either party to so assign or transfer this Sub-Agreement or any rights, duties or obligations arising hereunder shall be void and of no effect.

6. Governing Law: Applicant and Recipient agree that the law governing this Sub-Agreement shall be that of the State of California.

7. Venue: In the event that suit shall be brought by either party to this Sub-Agreement, the parties agree that venue shall be exclusively vested in the state courts of the County of Solano, or where otherwise appropriate, exclusively in the United States District Court, Eastern District of California, Sacramento, California.

8. Interpretation: Each party has reviewed this Sub-Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This Sub-Agreement shall be construed as if both parties drafted it. The captions and headings contained herein are for convenience only and shall not affect the meaning or interpretation of this Sub-Agreement.

9. Controlling Provisions: In the event of a conflict between the provisions of this Sub-Agreement and those of the Agreement set forth in Exhibit B, the terms and conditions of this Sub-Agreement shall be controlling as to the parties to this Sub-Agreement.

10. Prior Agreements and Amendments: This Sub-Agreement, including Exhibits A and B hereto and Attachment A to Exhibit B, represent the entire agreement of the parties with respect to the subject matter described in this Sub-Agreement, and no representation, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein. This Sub-Agreement may only be modified by a written amendment duly executed by the parties hereto.

WITNESS THE EXECUTION HEREOF on the day and year first hereinabove written.

"APPLICANT"

APPROVED AS TO FORM:

Solano Transportation Authority

_____
Melinda C. H. Stewart
STA Deputy Legal Counsel

By: _____
Daryl K. Halls
STA Executive Director

"RECIPIENT"

_____
By: _____
Address: _____
Telephone: _____

Agenda Item VII.I
June 13, 2001

STA
Solano Transportation Authority

DATE: June 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Proposed New Corridor Study for the City of Vacaville

Discussion:
The City of Vacaville has requested the STA initiate a new Corridor Study in the eastern portion of the unincorporated county along Highway 113 and south to the Carquinez Strait and Contra Costa County (see attached letter dated May 17, 2001 from Vacaville City Manager John Tompson). This concept was previously proposed as a toll road/bridge concept about a decade ago and was suggested as an alternative bypass for I-80 traffic in the 1990 Transportation Plan prepared by the County of Solano. However, it has never received any detailed analysis or official status from the STA or County. Staff is checking to confirm that the Vacaville City Council has formally acted to request this analysis be under taken by the STA.

Staff is checking to confirm if this request would be an appropriate matter for consideration by the STA's Subcommittee on Arterials, Highways and Freeways as part of the Comprehensive Transportation Plan. If the subcommittee determines that the concept has potential merit, it could be analyzed and modeled as part of the alternatives being studied for the Plan.

Recommendation:
Forward City of Vacaville's request to study proposed new corridor to the STA Subcommittee on Arterials, Highways and Freeways

Attachment

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

VACAVILLE

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908
ESTABLISHED 1850

OFFICE OF
The City Manager

May 17, 2001

Daryl Halls
Executive Director
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

Dear Daryl:

Thank you for providing us a copy of the proposed RTP Projects-2001 at our monthly City Managers meeting last week. The draft plan calls for $235 million worth of transportation-related expenditures over the next 25 years. It is an ambitious plan and I thank you and the Technical Advisory Committee for the work you have put into it.

As I mentioned to you, given the 25-year horizon of the RTP, I believe it is appropriate to include funding for an alternative freeway connection to I-80. The RTP as currently drafted has, quite appropriately, millions of dollars worth of projects to add capacity to I-80 and new surface street bypasses. There are even concepts being considered to build a deck over portions of I-80 and I-680 through Fairfield to create additional capacity. This, of course, will be hugely expensive and unattractive. I believe the Solano Transportation Authority should begin to consider other freeway alternatives to take some of the projected congestion away from I-80 in addition to adding capacity.

I realize that there are advocates for more rail and ferry projects. I don't wish to take anything away from them and indeed recognize that any long-term transportation solution requires a multi-modal approach. However, studies I have seen show that both rail and ferry service require huge subsidies and carry fewer passengers per mile and are more polluting than freeway-oriented projects like HOV and bus lanes. So, it would appear that freeway right-of-way in some form will be with us for many years to come as a preferred transportation alternative. With that in mind and given that it may take 25 years to accomplish, I believe we should start soon with planning for another freeway connection to the Bay Area.

Years ago there was a proposed toll road connection that came up the east side of Contra Costa County, over Suisun Bay and down Highway 113. Concern over the concept of a toll road and the potential growth-inducing nature of this particular route caused the project not to advance. I don't know if revisiting these issues on this particular route is the best way to go. But, I am advocating that we at least begin thinking about and planning for another connection to Contra Costa besides I-80 and I-680. I, therefore, request that the STA consider setting aside a relatively small amount of money in the RTP for the purpose of analyzing the alternatives and beginning public discussion on some possible routes.

Yours truly,

John P. Thompson
City Manager

DEPARTMENTS: Area Code (707)

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170

Cc: Council member Rischa Slade, Vacaville City Council representative to the STA
Mayor Fleming
Vice Mayor Augustine
Council member Clancy
Council member Wood
Director of Public Works Dale Pfeiffer

Agenda Item VII.J
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Stacy Medley, Office Manager/Clerk of the Board
RE: Revised Board Stipend Policy

Background:

During FY 99/00, the STA Board set a policy to receive a stipend of $50.00 per meeting. The Board also approved a list of committees eligible for the stipend, along with non-eligible Board meetings (see Exhibit A).

The Executive Committee has recommended an amendment to stipend policy, along with a revised list of qualified and non-qualified meetings. The proposed new stipend policy reads that each Board member is eligible to receive up to $200 per month, $100 for STA Board meetings and $100 for qualified committee meetings (see Exhibit B). STA Board Alternates can receive up to $100 per month for qualified meetings.

Staff is also recommending that each Board member or Alternate be responsible for signing the signature sheet at each meeting attended, in order to qualify for a stipend. This request is important for proper issuing of the stipends as part of the STA's audit.

Fiscal Impact

$14,400 annual increase. Additional funding for this is included as part of the FY 01/02 budget approval included this month's Board agenda.

Recommendation:

Approve a revised stipend policy for: 1.) STA Board Members of $100 per Board meeting and $100 per eligible STA committee meeting with a cap of $200 per month, 2.) For Board Alternates of $100 per eligible committee meeting with a cap of $100 per month unless the Alternate represents the Board Member at the monthly meeting and 3.) Approve the revised list of eligible and non-eligible meetings as shown in Exhibit B

Attachments

STA BOARD ESTABLISHED SUBCOMMITTEE MEETINGS
(Current)
Exhibit A

Committee meetings eligible to receive stipends:

- STA Board Meetings
- SEDCORP Transportation Steering Committee (Every other month – two Board members)
- Jepson Parkway Subcommittee (Every other month – four Board members)
- Transit Subcommittee (Every three months – four Board members)
- Arterials, Highways & Freeways Subcommittee (Every three months – four Board members)
- Bikes, TLC and Alternative Modes Subcommittee (Every three months – four Board members)

Committees not eligible to receive stipends:

- Executive Committee
- Independent meetings with STA staff
- Temporary Committee's (for example: Awards Committee)
- Any meeting which is not a committee or subcommittee set by the STA
- CCTA/STA Joint Powers Board meeting (Every other month)
- Capitol Corridor Joint Powers Board meeting (Every other month)

STA BOARD ESTABLISHED SUBCOMMITTEE MEETINGS
(Proposed)
Exhibit B

Committee meetings eligible to receive stipends:

- STA Board Meetings
- SEDCORP Transportation Steering Committee (Every other month – two Board members)
- Jepson Parkway Subcommittee (Every other month – four Board members)
- Transit Subcommittee (Every three months – four Board members)
- Arterials, Highways & Freeways Subcommittee (Every three months – four Board members)
- Bikes, TLC and Alternative Modes Subcommittee (Every three months – four Board members)
- ***Executive Committee (Once a month)***
- ***STA Board Retreat (Once a year)***
- CCTA/STA Joint Powers Board meeting (Every other month)
- STA/NCTPA Joint Committee (quarterly)

Do not qualify to receive stipends:

- ~~Executive Committee~~
- Independent meetings with STA staff
- Temporary Committee's (for example: Awards Committee, Exploratory Committee, Hwy 12 MIS)
- Any meeting which is not a committee or subcommittee set by the STA
- Capitol Corridor Joint Powers Board meeting (Every other month)

Agenda Item VIII.A
June 13, 2001

DATE: June 7, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: I-80/680 Update (TCRP Application)

Background:
The consultant team for the I-80/I-680/SR 12 Interchange project has developed an interim funding strategy to assist in the near-term programming of federal, state and local transportation funds that is scheduled to occur in the next few months. The following is a summary of the interim funding strategy.

- **Ultimate Project:**
  - 2002 STIP – ITIP Funds: request that Caltrans and CTC program $50 million in 2002 ITIP funds ($45 M for support and $5 M for Hardship right of way)
  - Federal Funds: request that upcoming federal reauthorization program dedicate $25 million in federal demonstration funds

- **Phase 2a (Weave Correction Project, Stage 1):**
  - SHOPP Funds: request that Caltrans District 4 program approximately $20 M in SHOPP funds for project support and construction

- **Phase 2b (Mangels Parkway/SR 12 West to SR 12 East):**
  - 2002 STIP – RIP Funds: request that STA Board program approximately $10 million in 2002 RIP funds (state only funds) for right of way and construction of Mangels Parkway
  - State TCRP: request that STA Board dedicate $8 million of existing TCRP funds to Mangels Parkway and request that the CTC allocate $7.5 million of remaining $12 million in TCRP funds at their July, 2001 meeting
  - Federal Funds: request that upcoming federal appropriations program approximately $5 million for construction
  - Local Funds: request that City of Fairfield program local funds for construction

Additional information on the interim funding strategy is provided on the attachment.

Recommendation:

1.) Approve interim funding strategy for I-80/680 interchange project and 2.) Authorize Executive Director to submit TCRP application to CTC for I-80/680 interchange project.

Attachment

I-80/680/SR 12 Interchange PSR

INTERIM FUNDING STRATEGY

➢ PHASE 2 PROJECT

Phase 2a

- ❑ I-80/680/SR 12 West Weave Correction Project (Stage 1 - all at-grade)

Funding:

- ♦ SHOPP - $15-25 million (for Weave Correction Project - Stage 1)

Phase 2b

- ❑ Mangels Extension (West) including traffic signal at SR 12 West/Mangels
- ❑ Mangels Extension (East) including connection to SR 12 East

Funding:

- ♦ RIP - $10 million (2002 STIP - program as additional reserve)
- ♦ RIP Reserve - $4 million
- ♦ TCRP - $8 million
- ♦ Federal - $5 million
- ♦ Local - $10-15 million

➢ ULTIMATE PROJECT

Near-term Funding Approach:

- ♦ 2002 ITIP - $50 million ($45 M support, $5 M Hardship R/W) for ultimate improvements (2005 & 2006)
- ♦ Federal Reauthorization - $25 million

➢ PROJECT DEVELOPMENT ACTIVITIES

- ❑ Prepare PSR (PDS) for ultimate interchange to get 2002 ITIP funding
- ❑ Schedule preparation of Preliminary Engineering/Environmental Document (PA/ED) for Phase 2b project described above after PSR(PDS) completed, using TCRP funds

➢ PENDING TCRP ALLOCATION REQUEST ($7.5 million)

- ♦ Complete Corridor Study - $0.35 million
- ♦ PA/ED for Phase 2b Project - $3.2 million
- ♦ PSR and PA/ED for Ultimate Project - $2.95 million
- ♦ Travel Forecasting for Environmental Studies- $0.5 million
- ♦ Project Oversight (through 12/05) - $0.5 million

Agenda Item VIII.B
June 13, 2001

DATE: June 6, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Highway 37 – Revised Project Cost Adjustment

Background:

On March 14, 2001, the STA Board approved a recommendation to approve the allocation of $2 million from Solano County's 2000 RTIP reserve to cover one-half of the projected cost increase of the Route 37 widening project (Phase 2) conditional on Caltrans' sponsorship of a 2002 ITIP request for the I-80/680 interchange. This action was predicated on a February 20th letter (see attached) requesting the STA support for Caltrans to use $2 million from Solano County's 2000 RTIP reserve (out of $6 million available) to provide the additional $2 million needed for an estimated project cost increase of Phase 2 of the Route 37 Widening Project. The Route 37 projects (phase 1, 2 and 3) are currently funded by a combination of ITIP and RTIP funding. According to the February 20th letter, a $4 million cost increase was identified by Caltrans District IV and based on a meeting with Caltrans Headquarters; it was recommended the project cost increase be shared equally by County RTIP and State ITIP funds.

Subsequent to the STA Board's action, Caltrans Headquarters apparently reneged on its commitment to District IV and the additional ITIP funds to cover half of the project cost increase were not provided. During this same time period, the STA staff, recognizing lingering problems with the Route 37 project, assigned its new project consultant (Rob Collison) to begin monitoring the Route 37 project and participate in the Route 37 Project Development Team meetings on a regular basis. This effort began in April of this year and is funded by the new STIP technical assistance program (STIP-TAP) funds received by the STA through MTC.

Based on recent meetings and discussions between STA staff, the new project consultant and Caltrans District IV's project manager for the Route 37 project (Katie Yim), the estimate for the project cost increase was reduced from $4 million to $2 million and the STA has been requested to have Solano County's 2000 RTIP reserve still cover the new project cost increase (see attached letter dated May 14, 2001). At the direction of Caltrans Headquarters, District IV staff has requested the STA forward a new letter confirming its support for the $2 million in Solano County's 2000 RTIP reserves for the project cost increase.

Discussion:

The STA's options in response to this new request are limited. The issue of project cost overruns has become a systemic and prevalent problem throughout the Bay Area and California. The

California Transportation Commission has become increasing stringent on Caltrans and non-receptive to individual District requests for additional ITIP funds to cover project cost increases. Last year, however, Caltrans District IV did receive approval from the CTC for an additional $11 million in 2000 ITIP funds to cover the project increase for the I-80/680 auxiliary lane project. Please note that this project augmentation was helped out significantly by the STA's allocation of $ 6 million in 2000 RTIP reserve funds, inclusion of $13 in state TCRP funds for the interchange, an enhancement of the project scope for the auxiliary lane project, and active negotiating by Caltrans District IV staff. In response to the statewide problem, a committee led by the state's Regional Transportation Planning Agencies have begun surveying the county transportation planning agencies to identify the range and number of projects that have had similar occurrences with the anticipation of seeking remedies either administratively through Caltrans and the CTC, or through legislative options.

What makes the response to this recent change more complicated is the STA's priority effort to request and procure 2002 ITIP funds for the I-80/680 interchange. The STA has targeted, and MTC and Caltrans District IV is supporting, a 2002 ITIP funding request of up to $50 million. The STA and Caltrans District IV need the support of the CTC and Caltrans Headquarters for the 2002 ITIP request for I-80/680 interchange (see agenda item VII.A).

In addition, if the $2 million in funds needed to cover the project cost increase on Route 37 phase 2 is not identified, the project will miss a key project delivery deadline that could cause significant delays in the project.

For these reasons, the STA TAC unanimously recommends that the STA Board reconfirm its approval of using $2 million in Solano County's STIP reserve to cover the projected cost increase of the Route 37 widening project. On June 4, 2001, STA staff submitted a letter to Caltrans reaffirming the $2 million commitment subject to the formal approval of the STA Board on June 11, 2001 (letter also attached).

Katie Yim, Caltrans' project manager for Route 37, is scheduled to attend the STA Board meeting to answer questions. Rob Collison, the STA's new project consultant for the Route 37 and Jameson Canyon Projects, will also be invited to attend.

Recommendation:

Approve reaffirmation of allocation of $2 million from Solano County's 2000 STIP reserve to cover the cost increase of the Route 37 widening project (Phase 2) conditional on Caltrans support of a 2002 ITIP request for the I-80/680 interchange project.

Attachments

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454

February 20, 2001

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

Dear Mr. Halls:

This letter is to request Solano Transportation Authority's approval to provide an additional $2.0 million RTIP funds for the cost increase of Phase 2 of the Route 37 Widening Project.

Currently, the Route 37 projects (Phase 1, 2 and 3) are funded by both ITIP and RTIP. A $4.0 million cost increase has been identified for the phase 2 project. This project is listed in the 2000 STIP for 00/01 FY funding. The cost increase is due to the following:

- $2.0 million is due to the difference in hazardous waste cleanup cost. Original estimate in the Project Report was $1.6 M and recent hazardous waste reports have a total estimate of $3.6 M.
- $1.0 million is due to structural cost increase.
- $1.0 million is due to the need to use lightweight fill and wick drain for construction at the White Slough area.

It is proposed to fund 50% of the cost increase from ITIP and 50% from RTIP. STA's approval of this request will be greatly appreciated.

If you have any questions, please call me at (510) 286-4455.

Sincerely,

HARRY Y YAHATA
District Director

By

KATIE K. W. YIM
Project Manager

cc: Gary Leach – City of Vallejo

Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

March 23, 2001

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Harry Yahata
District Director
Caltrans
Box 23660
Oakland, CA 94623-0660

Re: Highway 37 Project Cost Adjustment

Dear Mr. Yahata:

This letter is to inform you that on March 14, 2001, the STA Board approved an allocation of $2 million in 2000 STIP reserves to cover one-half of the projected Highway 37 cost increase. The approval by the STA Board was conditioned on a Caltrans District 4 sponsorship of a 2002 ITIP request for the I-80/I-680 interchange project.

If you have any questions, please call me at (707) 438-0652.

Sincerely,

Daryl K. Halls
Executive Director

Cc: Lenka Culik-Caro, Caltrans
Katie Yim, Caltrans

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY Gray Davis, *Governor*

DEPARTMENT OF TRANSPORTATION - District 4
Box 23660
Oakland, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454

May 14, 2001

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

04-Sol-37 KP 12.9/15.0
EA 0T1411
Freeway Widening
In Vallejo, from the Napa River
Bridge to Sonoma Ave (Route 29)

Dear Mr. Halls:

This letter is in response to Solano Transportation Authority (STA) request for an explanation for the reduction in the cost increase from $4 million to $2 million for phase 2, EA 0T1411 of the Route 37 widening project. Originally, a request for a $4 million cost increase was sent to STA on February 20, 2001. The cost breakdown was originally as follows:

- $2.0 million due to difference in hazardous waste cleanup.
- $1.0 million due to structural cost increase.
- $1.0 million due to the need to use lightweight fill and wick drain construction for the White Slough Area.

Since that time, the following approval and a change in strategy occurred, resulting in a cost reduction of approximately $2 million:

- The Department of Toxic Substances Control (DTSC) of the CalEPA gave Caltrans the go-ahead to place the lead-contaminated soil within the Sacramento Street embankment. This saved approximately $0.8 million.
- After further discussions with our legal staff, Parcel 57198-2, owned by Delta Investment, will not require a voluntary cleanup agreement (VCA) with DTSC since the property is being acquired for a maintenance easement and is not on the DTSC's existing site cleanup list. The easement area will be used only as an access road to Vallejo Sanitation & Flood Control District's (VSFCD) pump station, which is consistent with an industrial exposure scenario. This will save approximately $1.2 million.

Because of the additional information mentioned above, the final cost increase changed from $4 million to $2 million.

If you have any questions or need further information, please call me at (510) 286-4455 or Ziad Abubeker, Senior Transportation Engineer at (510) 286-4756.

Sincerely,

Harry Yahata
District Director

By,

Katie Yim
Project Manager

cc: HYahata, HCulikCaro, KYim, ZAbuBeker, file

STA

Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

June 4, 2001

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Harry Yahata
District Director
Caltrans
Box 23660
Oakland, CA 94623-0660

Re: Reconfirmation of $2 million from Solano County's 2000 RTIP reserve to support Highway 37 project cost increase

Dear Mr. Yahata:

Subject to the formal approval of the STA Board on June 11, 2001, this letter reaffirms the STA's support for programming $2 million in Solano County's 2000 RTIP reserves to cover the cost increase for the Route 37 widening project. The STA Board had previously approved an allocation of $2 million in 2000 RTIP reserves on March 14, 2001 as a match against what had initially been estimated to be a $4 million cost increase. In order to avoid any further delays in the delivery of this project, the STA reaffirms its pledge of $2 million from the 2000 RTIP.

If you have any questions, please call me at (707) 438-0652.

Sincerely,

Daryl K, Halls
Executive Director

Cc. Lenka Culik-Caro, Caltrans
Katie Yim, Caltrans

Agenda Item VIII.C
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STIP/STP Swap

Background:

1. Need for Additional Staff Support

One of my priorities for the FY 2001/02 budget is to request the STA Board consider adding a full-time analyst in the funding/project management/transit section of the STA to support the Deputy Director of Projects (John Harris). This section has experienced an exponential growth in responsibilities during the past year. A majority of this increased work activity has occurred as a result of the STA's desire to proactively deliver projects and pursue funding opportunities. A part-time intern, Jennifer Tongson, currently supports the Deputy Director for Projects and both individuals have performed ably to initiate new projects (I-80/680 Interchange, Regional Express Bus, Highway 12 Jameson Canyon) and track current large projects (Jepson Parkway, Highway 37) and local projects. This work involves a great deal of coordination with Caltrans, MTC, FHWA and local agencies. In addition, John Harris has increasingly been involved in MTC's development of programs and funding. In order to assist staff in meet the growing demands of the agency, I have recommended the establishment of a full-time analyst position to provide the Deputy Director for Projects with the necessary staff support to keep pace with the large workload.

2. Need for Additional Modeling Capability

A second critical need for the STA is the augmentation and support for the STA's Traffic Model. The STA's traffic model has several critical uses. These include: providing a policy tool for the development of the Arterials, Highways, and Freeways Element of the Comprehensive Transportation Plan; and providing key traffic analysis and forecasting data to help accelerate priority projects (I-80/680, Jepson Parkway, Highway 12 – Jameson Canyon, I-80/680/780 Corridor Study). In order to continue to maintain and expand the capabilities of the model, additional resources are needed.

Discussion

With the assistance of MTC Commissioner Jim Spering, staff has discussed the need for additional resources with MTC and proposed increasing the amount of CMP 3% planning funds

MTC provides STA on an annual basis. MTC staff appears to be supportive of this increase in the future when the next round of federal STP funds are available (STP funds provides the funds for CMP 3% planning funds for the region) in 2003. Based on discussions with MTC staff, there is a process for the STA to utilize a small percentage of additional RTIP (County share of the 2002 STIP) funds to swap with federal STP funds to support STA's planning and project delivery activities (essential to operations). MTC has the authority to approve this type of fund exchange and has already approved a similar request for San Mateo City/County Association of Governments (C/CAG), the CMA for San Mateo County.

Staff is recommending the Board approve a fund swap exchange of $160,000 a year for two years or a total of $320,000 from the 2002 RTIP to cover the following expenses:

1. Full-time analyst position in the funding/project management/transit section
2. Additional countywide traffic modeling to support the CTP, corridor studies and priority projects

Fiscal Impact:

$320,000 from Solano County's 2002 RTIP

Recommendation

Authorize staff to develop a STIP/STP fund exchange to augment the FY 2001-02 and 2002-03 budgets for an amount not to exceed $320,000

Agenda Item VIII.D
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Draft 2001-02 STA Budget

Background

Each year, the Solano Transportation Authority (STA) develops its annual budget in cooperation with its eight member agencies. In February, the STA Board approved the schedule for development of its 2001-2002 budget. At the STA TAC meeting of March 28, 2001, copies of the gas tax and TDA article 8 requests were distributed to each member agency.

During the initial preparation of the budget, the STA's Executive Committee requested staff consider the potential for modifying the timeframe for future STA's budgets from a one-year budget to a two-year budget. In preparation of this year's budget, STA management staff working the City of Vacaville has evaluated the potential benefits of shifting the STA budget to a two-year budget format.

Discussion

1. **STA's 2001/02 Budget**
   Attached is the STA's draft 2001-2002 budget that is delineated by anticipated revenues and expenditures. The anticipated revenues assume a 5% increase in gas tax and Transit Development Act article 8 contributions, and MTC's continued provision of CMP 3% planning funds and regional rideshare funds. The total amount of anticipated revenues is $5.36 million. This revenue total covers the STA operational expenses (including the SCI program), project development, and programs. Typically, the revenues that fund the programs portion of the STA budget are limited to specific tasks defined by the funding source or grant (i.e., TFCA funds for rideshare week or TCRP funding for I-80/680). One revenue source tied to a specific project has been terminated with the project's anticipated completion (Highway 12 MIS). A new source of funding has been added, $35,000 in pooled TDA funds in support of Route 30. Staff is further recommending that a portion of Solano County's State Transportation Improvement Program (STIP) funds be swapped with federal Surface Transportation Program (STP) funds with the STP funds to be used for additional dedicated STA project and modeling support (see agenda item VII.C).

The total amount of fund balance from fiscal year 2000/2001 will not be available until July 2001.

The STA's expenditure estimate of $5.36 million is consistent with the revenue estimate and incorporates several actions taken by the STA Board in fiscal year 2000/01 or proposed for the June 13, 2001 Board meeting. These include: a modification to the STA Board stipend policy (see agenda item VI.I) an augmentation to the specified budget item for Board expenses, authorizing an additional $30,000 in budget reserves for fiscal year 2001/02 (increasing the STA reserves to $110,000), creating a first time reserve for STA's SCI program of $30,000, funding of the current STA staff levels for the entire fiscal year (two part time positions were converted to full time by the STA Board on November 2000) and leasing additional office space at the new office location.

As part of the budget proposal, staff will be recommending one of the SCI positions be reclassified from Outreach Coordinator to Program Manager/Analyst. This increased cost is included in the operational funding for the SCI program. In addition, as part of agenda item VI.B, staff will be recommending a new program manager/analyst position to support the Deputy Director for Projects position. This recommendation is dependent upon STA Board support for the STIP/STP funding swap proposal to provide the necessary operational funds to support the new position. Attached is the current and proposed revised STA organization chart. A copy of the proposed salary ranges for the two positions will be provided at the meeting. The ranges for both positions are consistent with the current program analyst position (Janice Sells).

An amount of $165,000 in expenditures has been identified for 2001-2002 project development. It is anticipated the total funds available for project development will increase when the actual amount of carry over funds are identified. Staff will bring back project specifics for the project development budget at a future STA Board meeting. Staff anticipates bringing forth a revised STA budget as part of the completion of the budget audit at the September or October 2001 Board Meeting.

2. Proposal for STA to Adopt Two-Year Budget Process

In the development of the proposed STA 2001/02 budget, staff worked with the City of Vacaville to development the concept for a two-year STA budget. The adoption of a two-year timeframe for future STA budgets provides the STA and its member agencies with certain advantages. Specifically, it enables the STA to provide its member agencies with a two-year estimate for STA's claim of local gas tax and TDA funds to support STA's operations and reduces the annual budget cycle to every other year.

Initially, the transition to a two-year budget will involve some longer lead-time to prepare for the transition. STA staff will need several months to modify the accounting and budget process, and prepare multi-year revenue and expenditure estimates. Attached is the staff prepared schedule for development of a two-year budget that includes: loading of the 2001/02 budget, completion of the 2001/02 audit, and development of the two-year budget for fiscal year 2002/03.

Staff recommends the STA Board authorize staff's development of two-year STA budget to coincide with FY 2002/03.

Recommendation:

1. Adopt STA's 2001/2002 budget.

2. Authorize staff development of two-year STA budget beginning in FY 2002/03.

3. Approve the following two staff adjustments effective July 1, 2001:

   A. Approve reclassification of one Outreach Coordinator position to Program Manager/Analyst as part of the SCI Program and budget.

   B. Approve the establishment of a new Program Manager/Analyst position to assist the STA's Deputy Director for Projects (conditional upon approval of the STIP/STP fund swap).

Attachments

SOLANO TRANSPORTATION AUTHORITY
FY 01-02 Proposed Draft Budget

06/07/2001
4:32 PM

Operations (Revenue)	FY 00-01	FY 01-02
STA TDA Planning & Admin. (Op)	$272,969	$286,617
STA Gas Tax Contribution (Op)	$272,969	$286,617
** Gas Tax Interest through April 01	$0	$12,036
STA STP Planning (MTC)	$106,426	$140,000
STP / STIP Planning (MTC)	**$0**	**$160,000**
** STA STIP PPM	$55,843	$60,000
Use of Fund Balance		
STA Gen Op Fund Balance for Ops for FY 99/00	$86,013	$0
STA Gen Op Fund Balance for Reserve Account	$50,000	$80,000
Subtotal	*$844,220*	*$1,025,270*
Project Development (Revenue)		
STA STP Planning (MTC)	$93,574	$60,000
State Enhancement Grant	$0	$100,000
YSAQMD	$0	$5,000
STA STIP PPM	$5,157	$0
Use of Fund Balance		
STA Project Development Fund Balance	$169,346	$0
Subtotal	*$268,077*	*$165,000*
Programs (Revenue) (STA)		
Solano Paratransit Op (TDA)	$296,313	$356,812
BAAQMD	$321,871	$334,717
DMV (AVA Program)	$295,000	$335,000
YSAQMD/BAAQMD (Route 30)	$95,000	$74,650
Pooling TDA Funds (So. Co., Dixon, Fairfield & Vacaville)	$0	$35,000
Route 30 Fares	$20,000	$17,500
** TCI Grant (Rail Station)	$591,000	$591,000
** STIP Funds (Jepson Project)	$491,000	$250,000
MIS Funding (Hwy 12)	$110,000	$0
State Transit Assistance (Solanolinks)	$160,000	$142,000
Local Match for Section 3 Grant (STAF) (CNG Coach)	$375,000	$375,000
APDE (2002) STIP PPM	$250,000	$250,000
** TCRP (I-80/680)	$500,000	$500,000
Use of Fund Balance		
FY 97 AVA Fund Balance	$20,000	$10,000
FY 00/01 BAAQMD-TFCA Program/Unallocated Funds	$79,462	$120,806
BAAQMD Interest	$31,886	$19,742
Gen Op Fund Balance for Solano Paratransit (Farebox)	$5,000	$0
Subtotal	*$3,641,532*	*$3,412,227*
Programs (Revenue) (SCI)		
SCI MTC	$353,355	$357,000
** SCI BAAQMD	$200,000	$270,000
** SCI YSAQMD	$17,260	$25,260
USE OF FUND BALANCE		
SCI BAAQMD Fund Balance	$97,822	$110,000
Subtotal	*$668,437*	*$762,260*
REVENUE GRAND TOTAL	**$5,422,266**	**$5,364,757**

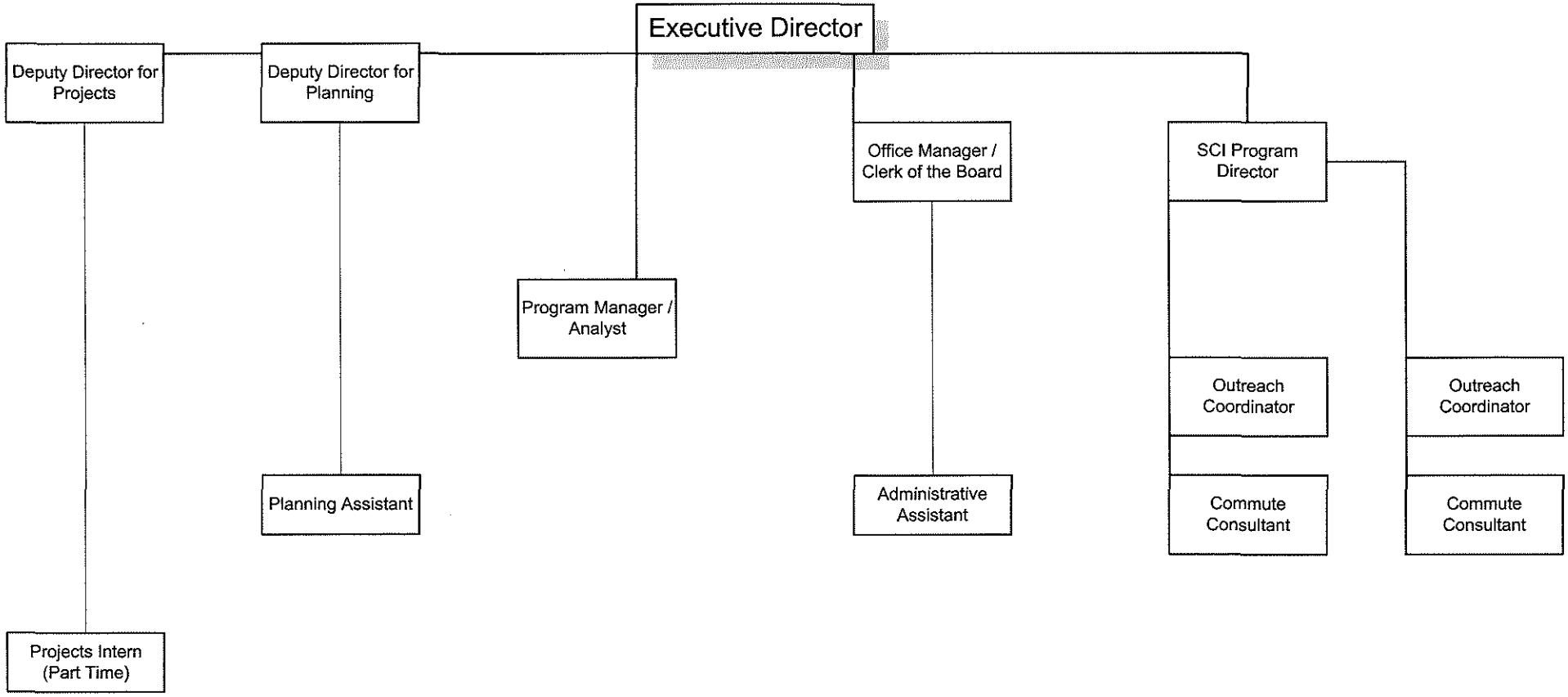
** Some current year funds requested to move forward into FY 01-02

Operations (Expenditures)	FY 00-01	FY 01/02
STA Salaries & Benefits	$437,926	**$569,223**
STA Part Time/Comp Time/Overtime	$28,500	$15,793
STA Services and Supplies	$269,951	**$319,818**
STA Reserve Account (Previous)	$50,000	$80,000
STA Reserve Account (Current)	$30,000	$30,000
STA Contingency	$27,843	**$10,436**
Subtotal	*$844,220*	*$1,025,270*
Project Development (Expenditures)		
Jepson Parkway TLC	$5,000	$0
Vallejo Sereno Park N Ride	$3,000	$0
Comprehensive Transportation Plan	$115,000	$60,000
Project Assistance Program	$20,000	$0
Project Marketing Program	$55,000	$0
SEDCORP Sponsorship	$1,000	$0
Park N Ride Survey	$10,000	$0
Modeling Contract	$35,000	$0
Environmental Analysis (Suisun)	$4,000	$0
Countywide Trails Plan	$0	$105,000
STA Contingency	$20,077	$0
Subtotal	*$268,077*	*$165,000*
Programs (Expenditures) (STA)		
Solano Paratransit Operations	$301,313	$356,812
TFCA Air Quality Grants (BAAQMD)	$433,219	$475,265
Abandoned Vehicle Abatement Program	$315,000	$345,000
Transit Route 30	$115,000	$127,150
Fairfield/Suisun Rail Station	$591,000	$591,000
Jepson Parkway Project	$491,000	$250,000
Highway 12 MIS Study	$110,000	$0
Solanolinks (Transit/Marketing/Planning)	$160,000	$142,000
Local Match Purchases for Route 30	$375,000	$375,000
Capitol Corridor Stations Design	$250,000	$250,000
I-80/680 Corridor Study	$500,000	$500,000
Subtotal	*$3,641,532*	*$3,412,227*
Programs (Expenditures) (SCI)		
Specialized City Services	$0	$10,000
New Resident Outreach	$0	$6,500
Technical Service Enhancements	$0	$15,000
General Marketing Program	$32,743	$25,000
Employer Outreach Program	$7,500	$12,000
Vanpool Program	$10,000	$15,000
CRSW 2000	$25,000	$27,000
** Guaranteed Ride Home Program	$30,260	$35,260
BikeLinks Maps	$20,000	$20,000
Bike to Work Program	$6,500	$7,500
Overall Program Administration	$426,234	$479,079
Program Contingency / Reserve	$110,200	$109,921
Subtotal	*$668,437*	*$762,260*
EXPENDITURES GRAND TOTAL	**$5,422,266**	**$5,364,757**

Solano Transportation Authority

Current Organizational Chart

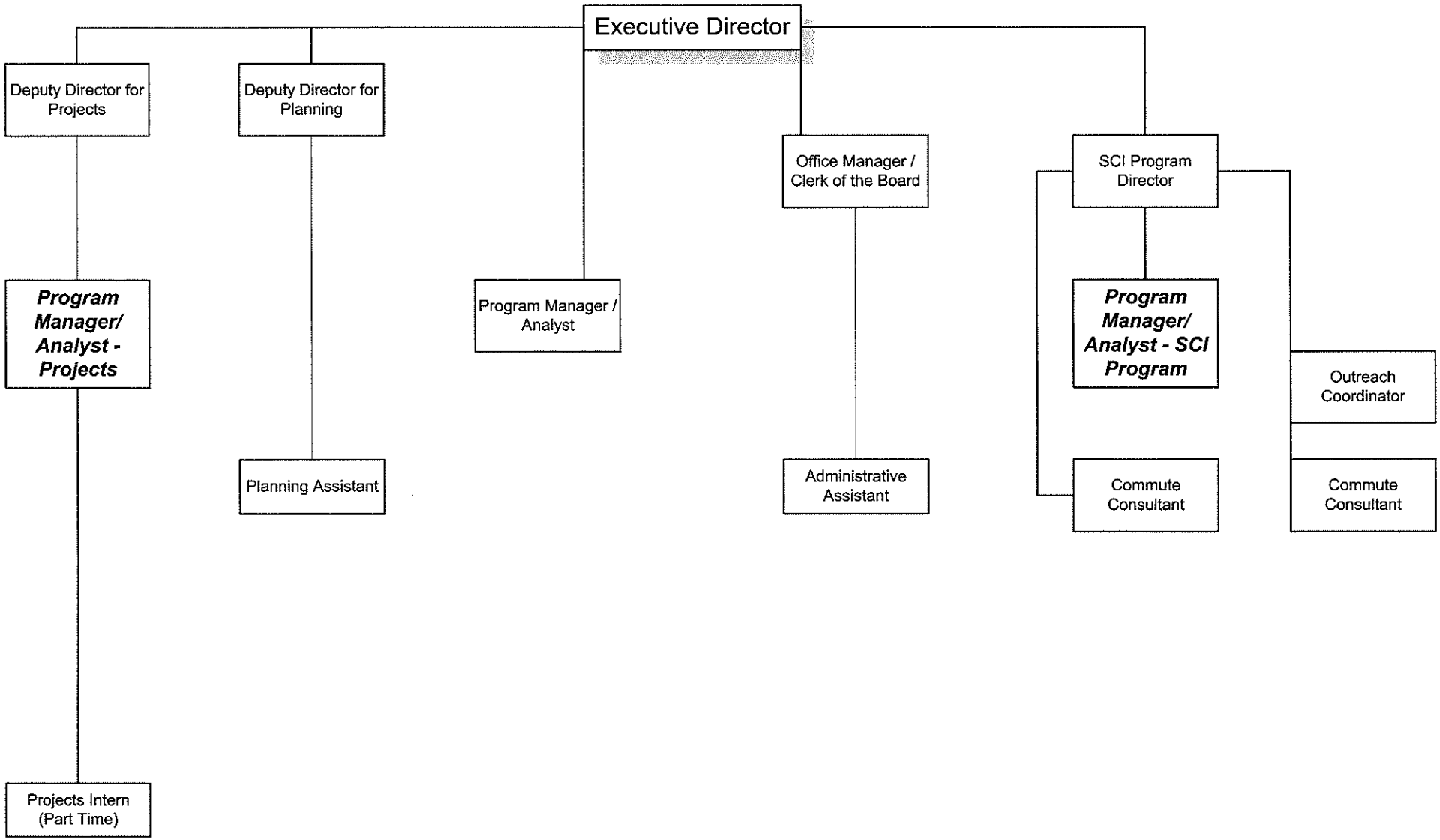
June 6, 2001



Solano Transportation Authority

Proposed Organizational Chart - FY 2001-02

June 7, 2001



PROGRAM MANAGER / ANALYST - Projects
JOB DESCRIPTION

PROJECTS
• Maintain Project Monitoring Program
• Ensure county-wide delivery (STIP and Federal programs)
• Develop and implement project application processes
• CALTRANS/local agency project coordination
• Maintain Highways Project Matrix
• Maintain consultants and contracts: (Grandy, Quincy & Collison)
o Highway 12 (Jameson Canyon)
o I-80/680
o Jepson Parkway
o Highway 37
o I-80/I-505 Weave Correction
TRANSIT
• Section 5310 quarterly reports (STA rolling stock requirement for FTA
• Assist in developing Consortium agenda
• Maintain Fairfield/Suisun Transit contracts:
o Route 30
o Solano Paratransit
• Support unmet needs process
• Develop and Monitor Solano County Express Bus program
• Support Welfare to Work program
FUNDING
Manage the following funding programs:
• TDA/STAF claims (annual and amendments)
• BAAQMD/YSAQMD annual reports & claims
• Grant applications:
o Air Boards
o Section 5310
• STIP-TAP (MTC)
• PPM (STIP)
• STIP-STP Fund Exchanges
• TCRP Applications
REGULAR MEETING ATTENDANCE
• Fund Programming MTC
• CCTA/STA Joint Subcommittee
• CTC Meetings (as needed)
• SB 45 Committee
• Red Top Slide Subcommittee

Reclassification
To
Program Manager/Analyst – SCI Program

Original Job Duties **(Outreach Coordinator)**	**Revised Job Duties** **(Program Manager/Analyst)**
• Knowledgeable about TDM services	• Knowledgeable about TDM services
• Track business activity in Solano/Napa	• Act as Program Director when Program Director absent
• Staff information booth at employer and non-employer events	• Manage overall CRSW and BTW campaigns
• Manage Bike to Work (BTW) '01 campaign	• Prepare annual electronic billboard marketing messages and schedule
• Produce employer News Bulletin	• Oversee production of ads (print/radio)
• Prepare annual electronic billboard marketing; Schedule and write messages	• Oversee updating/printing of materials
• Produce ads and modify marketing materials	• Oversee contracted resources
• Oversee contracted graphics and printing resources	• Staff information booth at events
Manage Employer Program as follows: • Promote commuter services to employers • Assist employers develop rideshare programs • Assist employers survey of employees • Analyze employer survey data and prepare technical report • Maintain employer database	• Prepare monthly reports per contract requirements and provide Program Director support on contract issues
	• Oversee development and implementation of new outreach databases
	• Analyze ridematching report data and recommend customer service improvements
	• Assist Program Director with new project development
	• Assist Program Director with project research and analysis
	• Assist Program Director with administrative issues

DATE: June 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Capitol Corridor Rail Station Evaluation

Background:
On March 14, 2001, the STA Board approved local rail criteria for use in evaluating and selecting the next priority Capitol Corridor rail station in Solano County. As part of the Transit Element of the Comprehensive Transportation Plan, Peter Martin of Wilbur Smith and Associates has been evaluating how well each of the three proposed rail stations (Benicia, Dixon and Fairfield/Vacaville) meet the adopted criteria.

At the last STA Board meeting on May 9, presentations and status reports were made by each of the three rail station sponsors.

The STA TAC met on June 4 and the STA Transit Subcommittee met on June 6 to review the attached consultant's report entitled " Rail Station Implementation" and forward recommendations to the STA Board.

In addition, the STA Board has authorized a $250,000 contract amendment for Wilbur Smith to conduct additional, more detailed schematic drawings, cost estimates and funding strategies and to obtain approvals from the Capitol Corridor Joint Powers Board and Union Pacific for the next station(s) in Solano County. The more detailed work will commence in late June once the STA selects the next station site.

Discussion:
Wilbur Smith and Associates has completed an evaluation of the three proposed stations based on the STA Board's approved rail criteria. The evaluation includes market shed potential, rider ship estimates, progress that each sponsor has made to implement each project, an evaluation of the time it would take to implement each of three proposed Capitol Corridor rail stations, and the amount of local commitment (including funding) that has been committed by each project sponsor.

After fully reviewing the consultant's report, the TAC recommended 6-2 (with Benicia and Suisun City voting no) forwarding a recommendation to the STA Board to select the Fairfield/Vacaville site for the next Capitol Corridor rail station. The STA's Transit Subcommittee also voted 2-1 (Barbara Kondylis against) to support the Fairfield/Vacaville station with the recommendation that Benicia receive between $1.0 and 1.5 million of STIP funds and some design funds to further advance their Intermodal station improvements at the

Goodyear Road site. Board Member Courville, City of Dixon, has indicated plans to request some STIP funds to help advance the next phase of their downtown intermodal center

On November 8, 2000 and April 11, 2001, the STA Board respectively approved $250,000 of Advanced Project Development Element (APDE) from the 2002 RTIP to fund design and technical assistance in order to advance the improvement of all three sites and $2 million of 2002 RTIP funds to demonstrate a willingness to support the construction of the first chosen rail station site. The funds were allocated by the CTC on June 6, 2001. Once the STA makes a station selection, a more detailed funding package, RTIP allocation recommendation, and detailed schedule and strategy for the proposed project will be developed. Obtaining formal approvals from the Capital Corridor Joint Powers Board and the Union Pacific will be high priorities. The Capitol Corridor staff has requested the STA to onsider investing in improvements that will enhance the running time of the overall system.

Preliminarily, staff is considering proposing a total of $5.0 million (including the $2.25 million already committed) be approved for the selected rail station, track improvements and intermodal improvements at the other two sites.

Once the final 2002 STIP fund estimate is released by the CTC, an overall recommendation on proposed 2002 RTIP funds for the selected station, other intermodal centers and other additional eligible projects will be made at the July STA Board meeting.

Recommendation:
Select the proposed Fairfield/ Vacaville site as the next priority Capitol Corridor Rail Station in Solano County and develop a STIP-funded rail and intermodal funding strategy for the July STA Board meeting that includes funds for Capitol Corridor track improvements and the two other intermodal centers in Benicia and Dixon.

Attachment

Agenda Item IX.B
June 13, 2001

STA
Solano Transportation Authority

DATE: June 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Countywide Traffic Model

Background:
At the January 10, 2001 meeting, the STA Board reviewed and revised the core land use data for use in preparing the updated Solano Countywide Traffic Model. Since then, the STA's modeling committee and modeler have been working on the development of three model runs for use in the Comprehensive Transportation Plan, Highway 12 Major Investment Study and Jepson Parkway EIS. These runs will include 1.) Fiscally constrained (including only currently funded projects), 2.) Track 1 (projects expected to be funded with federal, state and local funds); and Track 2 (alternative scenarios).

The model includes all of the existing land uses, currently adopted general plan land uses to the year 2025 and planned roadway networks from each of the eight STA jurisdictions. The countywide model is intended to complement city models and is not intended to duplicate or replace local models. It's primary purpose is to predict traffic volumes to capacity ratios (i.e. v/c ratios) on major highway and intercity arterials having countywide significance such as the I-80, I-680, I-780, Highway 37, Highway 12, Highway 113, Jepson Parkway and major arterials such as Pedrick Road, Peabody Road, Rockville Road, Cordelia Road, Columbus Parkway, Lake Herman Road and East A Street (Dixon).

Discussion:
Since January, the STA modeler (Ken Harms) has been refining the network (the system of existing and planned roads to be modeled) and developing 5-year projections from 2000-2025. The first modeling run that has been completed includes those projects that are expected to be fully funded with Track 1 federal, state or local funds. The next run will include a fiscally constrained run for use in the Jepson Parkway EIS. By fall, an alternative scenarios run will be prepared to analyze any new proposed roads or major additional improvements to the transportation system for consideration in the Comprehensive Transportation Plan.

By 2005, this first model run shows significant reduction in levels of service ("F") at the I-80/680 interchange, particularly after the two new bridge spans are open in 2005. By 2005, there will be substantial additional congestion on Highway 37 and Highway 12 through Jamison Canyon.

By 2010 some additional segments of I-80, I-780 and Highway 12 in Fairfield become highly congested.

Between 2015-2020, additional portions of Highway 12 (in Suisun City and Rio Vista) and some of the major arterials become congested including Cordelia Road, Peabody Road and Pedrick Road in Dixon.

Between 2020 and 2025, the model projects that a major breakdown of many of the major Solano County interstate segments, highways and some major arterials would occur. The model highlights the serious need for long term transportation and land use planning; the use of effective prioritization of projects to make sure the STA and member agencies spend our limited resources in the most cost-effective way to avoid or minimize serious mobility problems; and the need to further explore additional countywide funding sources to further provide multi-modal transportation improvements to the system.

Maps of these initial 5-year modeling projections will be available at the STA Board meeting. On May 30, 2001, the TAC reviewed and approved these modeling maps. On June 4 the Arterial, Highways and Freeways Subcommittee reviewed and also approved these maps. At the meeting, Ron Milam (Fehr & Peers) will preview the model and discuss implications for the future.

Recommendation:
Approve the 5-year increment traffic projections to the year 2025 for the Track 1 network of the Countywide Traffic Model.

TECHNICAL MEMORANDUM

RAIL STATION IMPLEMENTATION

Solano County Intercity Transit Plan

prepared for

Solano Transportation Authority

ENGINEERS
PLANNERS
ECONOMISTS

Wilbur Smith Associates

June 6, 2001

RAIL STATION IMPLEMENTATION ASSESSMENT

Three new Solano County stations are proposed for development in order to provide more Solano County residents, workers and visitors with easy access to the Capitol Corridor passenger rail service. The Capitol Corridor Joint Powers Authority (CCJPA) Board has established a set of criteria for considering requests for new stations. It was anticipated that all three new Solano County stations will independently satisfy these criteria. The Intercity Transit Planning Study addresses the CCJPA station justification criteria along with several locally adopted implementation criteria. The CCJPA criteria were used to determine the need for the new intercity stations and the local criteria were used to identify which station improvements should be implemented first.

Recognizing that limited funding resources might not permit development of all three new stations at the same time, a set of locally established implementation criteria were defined to identify which station(s) should be introduced first. It is also understood that the CCJPA prefers that only one new station in Solano County be advanced at one time. These local implementation criteria differ from prioritization criteria in that they recognize factors, which might delay implementation as well as factors, which provide the greatest passenger and rail operational benefits. Application of these CCJPA and local criteria for new intercity station development implementation phasing was not intended to be a rigorous effort, recognizing that many input factors and relationships are hard to quantify.

CAPITOL CORRIDOR NEW STATION CRITERIA

In October 1998, the Capitol Corridor Joint Powers Authority (CCJPA) Board established a set of seven criteria for new stations. A full description of the criteria is attached to this Technical Memorandum for reference. In summary, the seven criteria are:

1. Local approval and consensus on station site;
2. Project sponsor must secure necessary funding to build, maintain, operate station;
3. Meet basic facility requirements;
4. Minimum ridership standard must be met;
5. Goal to have stations separated by a minimum of 5 miles;
6. Impact on service: improve performance; mitigate increase in train travel times; and
7. Approval from CCJPA and railroad owner.

PROPOSED SOLANO COUNTY LOCAL CRITERIA

To complement the CCJPA criteria and assist the development of an implementation plan, four local criteria were adopted by the Solano Transportation Authority (STA):

8. Passenger Benefits;
9. Transportation Benefits;
10. Community Benefits; and
11. Ease of Implementation.

8. Passenger Benefits

Accessibility to Capitol Corridor passenger rail service for residents and employees within Solano County is an important factor. Specifically, how far will patrons need to travel in order to reach a Capitol Corridor station? Station accessibility differs depending on whether people are destined east or west on the Capitol Corridor service. People are more inclined to travel a greater distance to stations if it is in the desired direction of travel, versus opposite direction of travel. Accessibility coverage would be measured in terms of 2000 (current), 2005, 2010 and 2025 population coverage within 15 minutes upstream and ten minutes downstream of each station and employment within ½ mile of each station.

Stations projected to serve the **greatest number of near-term (2000 and 2005) passengers** would be of most urgent implementation interest.

9. Transportation Benefits

Rail passenger stations are important elements of local and regional public transportation systems. Their location desirably should strengthen rather than complicate other elements of public transit services in the County and Corridor. Integration with local and intercity bus services, ability to share parking resources and opportunities to provide good driver and operations support (i.e. layover facilities) are all desired objectives.

While intercity rail passengers typically access stations via private automobiles in suburban communities, increasing service frequencies on the Capitol Corridor will also make public transit access more viable. Desirably new stations should be **located along local bus routes** and ideally should be located at a hub of these services.

It is also desirable that rail passenger stations be easily **accessible to intercity bus services** in order to provide greater corridor schedule flexibility for riders and increase transfer opportunities for regional trips. This coordination also includes opportunities to transfer to Greyhound and other privately operated services.

Location of stations that facilitate **multiple use of parking resources** for rail passenger, express bus and car/vanpoolers is desirable as it simplifies provision of security and tends to increase efficiency of parking resources.

Station facilities can provide good locations for local transit driver breaks (restrooms etc) as well as passenger information and other **support needs** associated with provision of transit services. For some intercity travel markets, Capitol Corridor passenger rail service might prove to be the most effective mode to link with key destinations. For example, direct public transit service is not currently provided to Sacramento from Solano County except by the Capitol Corridor rail service. Convenient station facilities however are required in order to effectively access the Capitol Corridor service and provide "**gap closure**" links to the public transportation network.

10. Community Benefits

Consistency with local land use plans and opportunities to achieve station friendly development are important towards maximizing patronage and community benefit.

Consistency with General Plans demonstrates community support of the new station site as well as absence of the need for a General Plan Amendment.

Community desires for new stations often relate as much to economic development as to transportation improvements. These local economic development desires are generally consistent with transportation desires for increased patronage. As such, the federal government includes **transit oriented or coordinated design developments** (Livable Communities) in funding decisions. While achievement of these development practices often takes time (during which patronage potential is very limited), sometimes private development decisions have an opportunity window of time that are important regarding station development decisions. Good transit oriented development opportunities can be lost, if station development phasing is not coordinated with private sector schedules.

11. Ease of Implementation

This criteria is intended to consider the readiness of the project to be constructed, opportunities for construction coordination with planned railroad improvements, and cash/funding flow opportunities related to phased implementation.

Project readiness would be measured in terms of the status of control of station properties and the status of environmental clearance and other pre-construction tasks. In essence, what are the minimum time required before station construction could begin and what unknown risk factors might delay this schedule?

Because station development probably will require modification of some railroad facilities (platforms, crossovers, crossing protections etc), the ability to coordinate these station improvements with CCJPA and UPRR track improvements might provide **opportunities to minimize costs and railroad operations impacts.**

Projects that are **low cost** or lend themselves to cost effective **phased development** or to **leveraging of public funds** offer the opportunity to spread limited funds to support fastrack development of more than one new station. Provision of CCJPA minimum station facilities must be met, but the amount of parking and extent of station building (Depot) development might be phased. Utilities and roadway access improvements would need to be in place for start-up of

new station facilities. Desirably major utility infrastructure extensions would be provided by adjacent developers to station sites.

STATION RIDERSHIP FORECASTS

Patronage will be a very key factor determining which station will be developed first. The CCJPA has set a minimum patronage threshold of ten average boardings or alightings per train each day for each station. At nine daily trains per direction, this threshold amounts to 180 daily boardings/alightings per station. Near-term plans to increase service to eleven daily trains per direction will increase the threshold to 220 boardings/alightings per station.

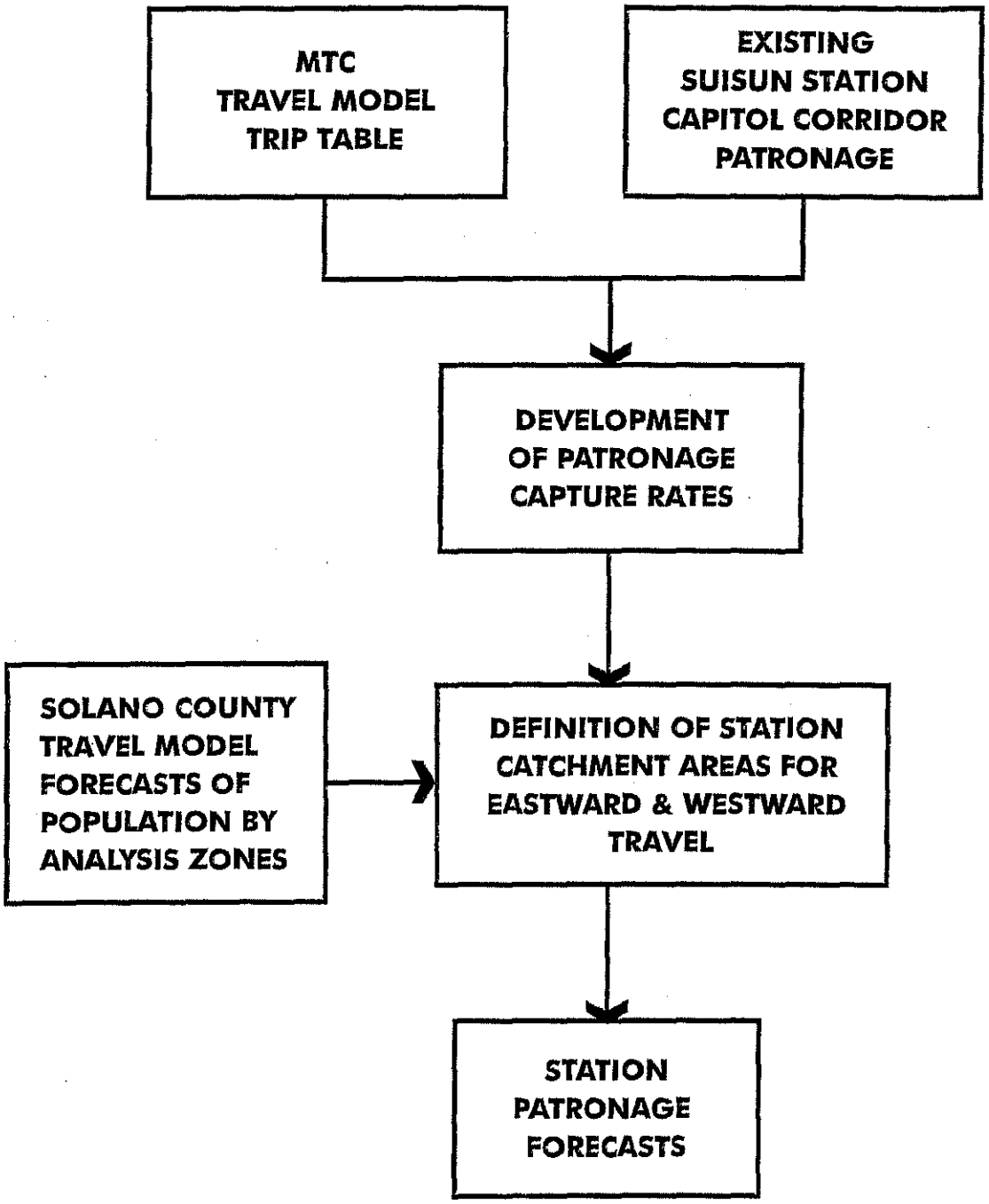
Forecast Methodology

Figure 1 illustrates the process that was employed to forecast station patronage. The process essentially involved quantification of the size of the travel market by all modes of travel and estimating the probable capture rate for Capitol Corridor service.

Capture Rates - The capture rates were developed by reviewing current patronage at the Suisun City Station and comparing it to estimates of all modes travel from the regional MTC travel model. Data from the MTC travel model was used for the development of capture rates, because it provided a better regional description of travel (i.e. Suisun to Hayward) than did the Solano County model. Data from the Solano County model was employed later in the forecast process to estimate travel market potential around each station site. Capture rates were developed according to distance travel, recognizing that people are more likely to use Capitol Corridor service for longer distance travel than for short distance travel.

For the purpose of developing capture rates related to distance travel, the primary service area of each station was defined to be a 15 minute driving distance from the station. A 15-minute distance was used because surveys indicate that more than 50% of corridor passengers travel less than 15 minutes to reach the station. The service areas were plotted, and then translated to groupings of MTC analysis zones. The irregular shapes of the 15-minute travel lines and the MYC zone boundaries do not match precisely, so the resulting MTC zones chosen to represent the 15-minute service areas are slightly larger than the 15-minute areas. Where the service areas overlapped between some stations, the MTC zones were assigned to the closest station in order to eliminate the overlap. MTC maintains a database with current and projected travel between zones. This database was used to determine the total number of person trips per day between the various station service areas. 1998 was used to represent current travel patterns, and MTC's 2020 projections were used for future travel.

Current Capitol Corridor average daily ridership between stations was obtained from Amtrak/CCJPB data for four representative months in 2000. The four months were after the introduction of seven daily round trips between Sacramento and Oakland (four round trips south of Oakland to San Jose). The daily rail ridership (2000) was computed as a share of total trips (1998) between the same stations. The current rail share ranges from 0 percent for very short trips to almost 5 percent for longer trips in the corridor.



Wilbur Smith Associates
ENGINEERS
PLANNERS
ECONOMISTS

Figure 1
PATRONAGE FORECASTING METHODOLOGY
356130\Patronage Development/6-04-01

For 2020, the rail share is expected to rise considerably for several reasons:

- Rail service frequency will more than double, from 7 trips to 16 or more trips, between stations in the corridor (already increased to 9 trips per direction);
- Highway congestion (trip time) will become worse over time; and
- Rail travel times will be held constant, or even reduced by track improvements, despite additional station stops being introduced in the corridor.

Current mode split to rail for the Suisun Station generally increases with the length of the trip. Relatively few passengers use the corridor trains for short trips where either local transit services or auto use provided competitive times and convenience. Longer trips attract a greater share to total trips. The current mode split relationships based on the MTC travel model coverage are shown in Table 1.

Table 1
CURRENT RAIL RIDERSHIP AND MODE SHARE

Trip	1998 Daily Person Trips	Distance	Daily Rail Ridership	Train Frequency	Rail Share
Martinez-Suisun	3,549	17	19.7	7	0.56%
Richmond-Suisun	2,225	37	12.2	7	0.55%
Central Bay-Suisun	6,450	49	71.7	7	1.11%
Hayward-Suisun	636	62	0.6	4	0.09%
Fremont-Suisun	223	74	2.6	4	1.17%
Great America-Suisun	165	87	7.4	4	4.48%
San Jose-Suisun	274	94	8.2	4	2.99%

Note: Central Bay includes Oakland, Emeryville, Berkeley, and Downtown San Francisco.

For 2020 forecasts, a range of rail shares, shown in Table 2, was estimated to apply to current and proposed Sonoma County stations.

Table 2
PROJECTED 2020 MODE SHARE FOR RAIL TRIPS

Distance	Low Rail Share	High Rail Share
0-9 miles	0.0%	0.0%
10-19 miles	0.4%	0.6%
20-29 miles	1.0%	1.5%
30-39 miles	2.0%	3.0%
40-49 miles	3.0%	4.5%
50-59 miles	4.0%	5.5%
60-69 miles	5.0%	7.5%
70-79 miles	6.0%	9.0%
80 or more miles	7.0%	10.0%

These rail shares were applied to MTC's forecasts of total person trips between station service areas to obtain a range of projected daily rail trips in 2020. MTC data does not provide

information on person trips between MTC travel zones and zones within the SACOG jurisdiction (Yolo and Sacramento Counties). Current ridership between Suisun and Davis is approximately 20 percent of the ridership between Suisun and the central Bay Area. Sacramento ridership is approximately half the ridership between Suisun and the central Bay Area. These ratios were applied to the projected 2020 ridership between each Solano County station and the central Bay Area to approximate potential ridership to Davis and Sacramento.
Because the ridership methodology is based on current intercity patronage, it does not fully account for potential commuter oriented patronage.

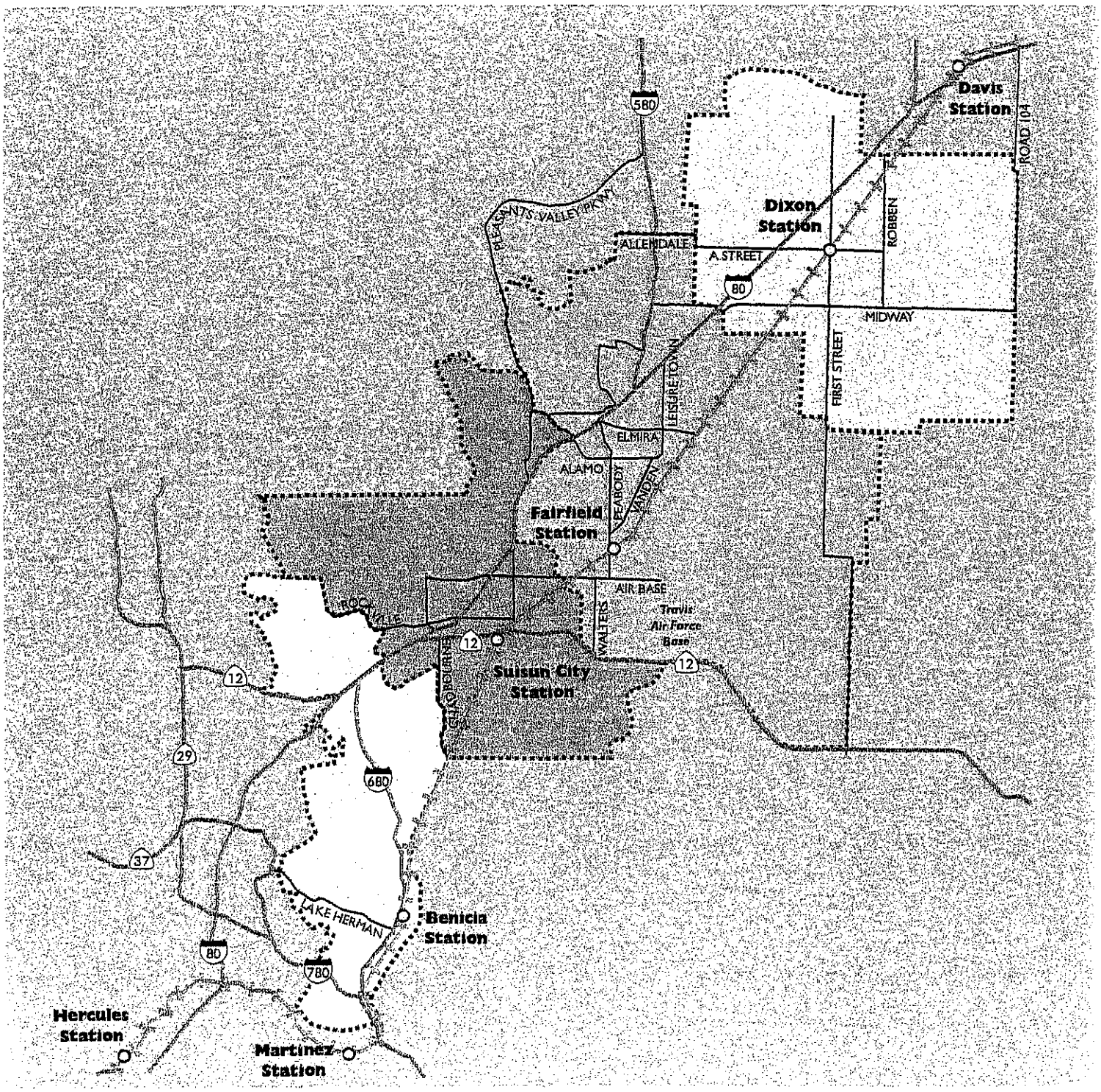
Definition of Station Area Marketsheds - Data from the Solano County travel model was employed to better define the marketsheds for each station site. The Solano County model provides more detailed (smaller size zones) and more current land use data than the MTC model. Consistent with the marketshed definitions in the STA adopted stations criteria, catchment areas were defined based on travel direction. For access to a station in the desired direction of travel, a 15 minute drive time was used to define marketshed areas. For access to a station in the opposite direction of travel (backtracking), a ten minute drive time was employed to define coverage.

Neither the Dixon nor the Benicia station coverage areas overlap significantly with the Suisun City station coverage. The Fairfield/Vacaville station coverage, however, did include a significant overlap. Judgement was used to assign overlap areas to the most convenient station considering the desired direction of travel.

Station Patronage Forecasts

Station patronage was forecast separately for eastbound and westbound travel based on trip lengths and marketshed size. Station forecasts of daily patronage are as follows:

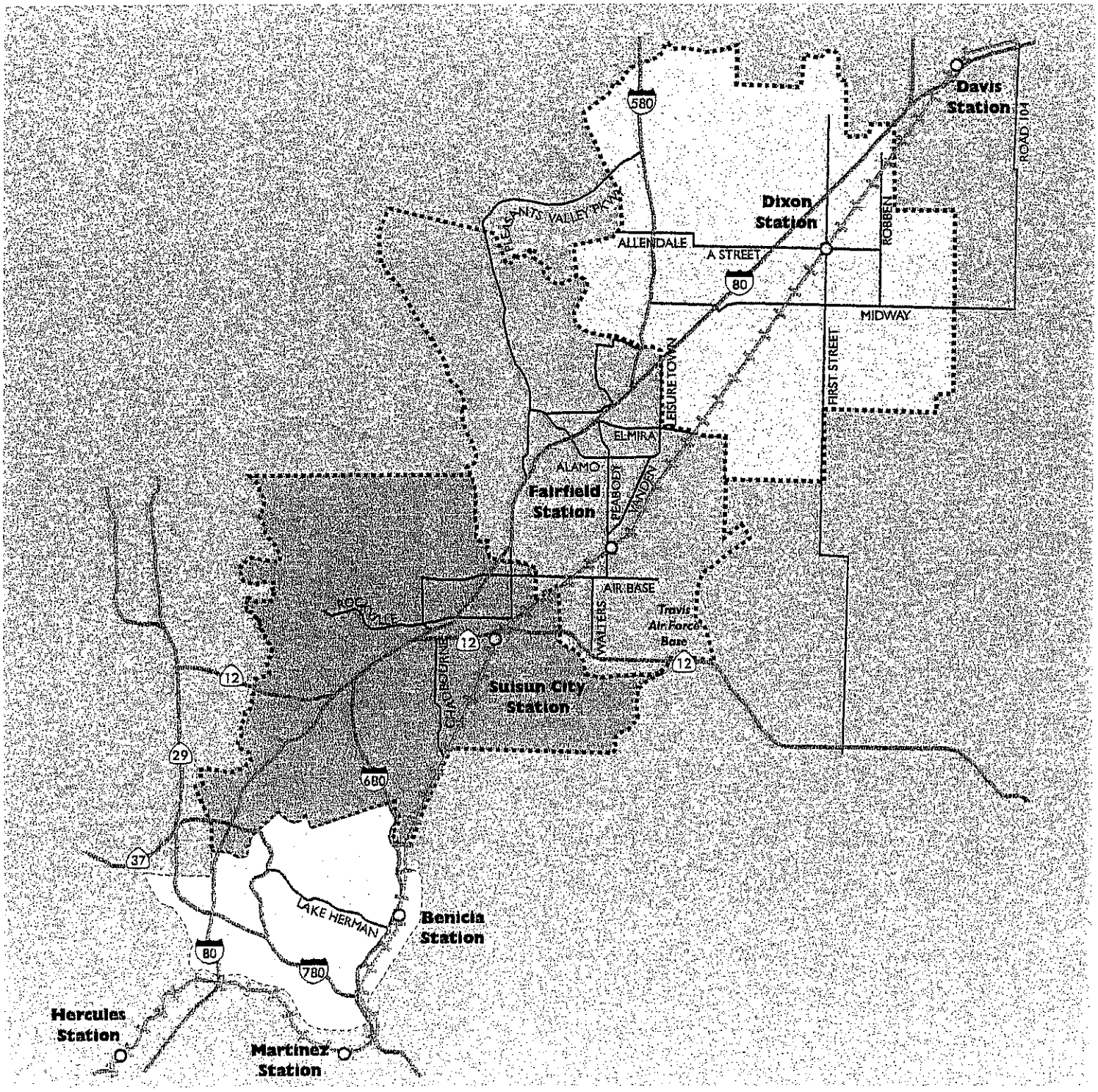
	Year 2000		Year 2005		Year 2010		Year 2025	
	Low	High	Low	High	Low	High	Low	High
Suisun Station Only	219	321	392	577	549	807	955	1405
Suisun & Fairfield/Vacaville								
Suisun Station	123	182	209	306	286	417	483	702
Fairfield/Vacaville	191	278	367	543	526	781	944	1406
Total both stations	*314*	*460*	*576*	*849*	*812*	*1198*	*1427*	*2108*
Suisun & Benicia								
Suisun	219	321	392	577	549	807	955	1405
Benicia	105	163	170	262	234	359	278	424
Total both stations	*324*	*484*	*562*	*839*	*783*	*1166*	*1233*	*1829*
Suisun & Dixon								
Suisun	219	321	392	577	549	807	955	1405
Dixon	35	55	70	105	100	150	170	250
Total both stations	254	376	462	682	649	957	1,125	1,655
Buildout – four stations	**455**	**675**	**818**	**1,215**	**1,148**	**1,705**	**1,876**	**2,781**



WSA WILBUR SMITH ASSOCIATES

WESTWARD TRAVEL PRIMARY STATION MARKETSHEDS

356130\TRANSIT ZONES1/5-31-01



WSA WILBUR SMITH ASSOCIATES

EASTWARD TRAVEL PRIMARY STATION MARKETSHEDS

356130\TRANSIT ZONES2/5-31-01

For perspective to these forecasts, the Suisun City Station by itself was serving slightly over 200 daily boardings/alightings last winter prior to the addition of the eighth and ninth trains. The forecasts shown above are based on a nine train schedule for 2000, an 11 train schedule for 2005, a 13 train schedule for 2010 and a 16 train schedule in each direction for 2025. This increase in service is slightly slower than the Capitol Corridor Ten Year Plan to provide a degree of conservatism to the estimates.

OVERVIEW OF FINDINGS

All three proposed new station sites offer promise. The CCJPA desire to incrementally add new stations in order to minimize train running times and maximize total corridor patronage is a critical planning consideration. Patronage forecasts indicate that the addition of either the Benicia or the Fairfield/Vacaville station to the present Suisun City Station would yield about the same total Capitol Corridor patronage in Solano County. Addition of the Dixon Station to the Suisun City station would yield much lower patronage than either the Benicia or Fairfield/Vacaville station. CCJPA patronage minimums for 2005 of 220 boardings/alightings per station would be met at Fairfield/Vacaville and at Suisun City, but would be borderline at Benicia. Patronage at the Suisun City Station would not be significantly impacted by the Benicia Station, but would experience reduced patronage with the addition of the Fairfield/Vacaville Station.

The matrix on the following page summarizes the assessment of the three station projects. This matrix corresponds to the adopted station evaluation criteria that are described at the beginning of this paper.

Benicia Station

The Benicia station site is under purchase option and covers a total of 29 acres. It is in a good location for intermodal travel connections. Its location six miles from the Martinez station and eleven miles from the Suisun Station is good particularly, recognizing the travel barrier effect of the Carquinez Straits. As shown in the evaluation matrix, it provides larger market coverage for eastbound trips to Sacramento than it does for travel towards Oakland. Its development will require coordination with the UPRR regarding protection of the automobile railroad cars parked on the most eastward of the three tracks and probable shifting of the mainline tracks westward to provide for two station platforms. The realignment of Goodyear Road and extension of infrastructure will also be required. Best estimate of station development costs and schedule are $5 million dollars and four years. These estimates are very rough, as they are not based on a specific site plan.

Fairfield/Vacaville Station

The Fairfield/Vacaville Station site is owned by the City of Fairfield. Its location five miles from the Suisun City station duplicates some coverage and would attract some trips which would otherwise use the Suisun City Station. Approximately one half of the Fairfield/Vacaville station marketshed coverage overlaps with the Suisun City Station. Because of its proximity to the County's core population along the Capitol Corridor service, it nevertheless would add

significantly to overall patronage. Its proximity to the Suisun City Station might possibly be an issue with the CCJPA. Table 4 describes the stations spacings along all three intercity passenger rail corridors in California. Several stations are spaced closer than five miles apart, but the average station spacing along the Capitol Corridor is presently 12 miles. Development of the station would involve relatively few coordination issues with the railroad. Estimated costs and schedule for development of a station at this site is $3 million and about two years respectively.

Dixon Station

The City owns the proposed project site and is ready to commence construction of its Phase One parking lot element. The site is ideally suited to transit village type benefits. The availability of an additional parcel of land formerly occupied by a lumber company could further enhance the site's potential. While the site does not show much potential for intercity rail patronage, it does seem well situated for commuter oriented service to Sacramento. The Sacramento Region is reportedly considering implementation of a commuter rail service sometime during the next ten years between Davis and Auburn. Dixon would be a logical element of this service. Development of Phase One with a new rail platform seems possible within 15 months for $500,000. Full buildout of the station for commuter rail looks possible within three years for $1.5 million.

June 6, 2001 draft matrix

PROPOSED IMPLEMENTATION CRITERIA
SOLANO COUNTY RAIL STATIONS

LOCAL CRITERIA	BENICIA STATION	FAIRFIELD/VACAVILLE	DIXON STATION
1. LOCAL APPROVAL AND CONSENSUS			
Adopted Site	YES	YES	YES
Environmental Clearance	NO	YES	YES
2. FUNDING			
Station Improvements	LAND ACQUISITION	LAND PLUS $200K	PHASE ONE FUNDED
Railroad Improvements	TBD	TBD	TBD
Sponsor Provided Maintenance	REQUIRED	REQUIRED	REQUIRED
3. BASIC FACILITY REQUIREMENTS			
600 Foot Platform(s)	YES	YES	YES
CCJPA Guidelines	YES	YES	YES
35 Parking spaces	200 TO 2,700 SPACES	PHASE 1 - 200 SPACES	PHASE 1 - 114 SPACES
Barrier Fence Between Tracks	YES	YES	YES
Security	REQUIRED	REQUIRED	REQUIRED
4. PROJECTED INTERCITY PATRONAGE	(Minimum 10 Boardings and Alightings Per Train Threshold)		
2000 Boardings/Alightings (18 trains)	105 to 165	190 to 280	35 to 55
2005 Boardings/Alightings (22 trains)	170 to 260	365 to 545	70 to105
2010 Boardings/Alightings (26 trains)	235 to 360	525 to 780	100 to 150
2025 Boardings/Alightings (32 trains)	280 to 425	945 to 1405	170 to 250
5. LOCATION			
Distance to Station West	6 to Martinez	4.8 miles to Suisun	13 to Peabody & 18 to Suisun
Distance to Station East	11 miles to Suisun	13 miles to Dixon & 22 to Davis	9 miles to Davis
6. IMPACT ON SERVICE			
Running Time Increase - Eastbound	4 MINUTES	4 MINUTES	4 MINUTES
Running Time Increase - Westbound	4 MINUTES	4 MINUTES	4 MINUTES
7.APPROVAL FROM CCJPA AND UPRR			
CCJPA Approval	TBD	TBD	TBD
UPRR Approval	TBD	TBD	TBD
8. PASSENGER BENEFITS			
Marketshed Dwelling Units - 2000	35800 EB - 9200 WB	48700 EB - 29400 WB	9900 EB - 6100 WB
Marketshed Dwelling Units - 2005	36600 EB - 10900 WB	51800 EB - 32700 WB	11200 EB - 6600 WB
Marketshed Dwelling Units - 2010	37200 EB - 12300 WB	54700 EB - 36300 WB	12200 EB - 7100 WB
Marketshed Dwelling Units - 2025	38000 EB - 14000 WB	66400 EB - 42500 WB	14300 EB - 8200 WB
Marketshed Employment - 2000	600	866	3105
Marketshed Employment - 2005	600	971	3735
Marketshed Employment - 2010	600	1215	4366
Marketshed Employment - 2025	600	2941	7885
9. TRANSPORTATION BENEFITS			
Proximity to Local Bus Services	FUTURE	FUTURE	YES
Proximity to Intercity Bus Services	FUTURE	FUTURE	YES
Flexibility of Park and Ride Use	YES	MINOR	YES
Opportunity to Provide Support Functions	YES	YES	YES
Closure of Service Gaps - SF/Sacramento	YES/NO	YES/NO	YES/YES
10. COMMUNITY BENEFITS			
General Plan Consistency	TBD	ADOPTION JAN 2002	YES
Potential for Coordinated Development	GOOD	GOOD	GOOD
11. EASE OF IMPLEMENTATION			
Project Readiness	EARLY PHASE	EARLY PHASE	READY FOR CONSTRUCTION
Coordination with Railroad Construction	NOTE - A	NOTE - B	NOTE - C
Low Cost/Funding Needs	NEW INFRASTRUCTURE	YES	YES
Phased Development Potential	YES	YES	YES
Potential to Leverage Public Funds	YES	YES	YES
Local Funding Commitment	TBD	TBD	TBD
NOTES			
A - PROBABLY WILL NEED TO SHIFT TRACKS WESTWARD IN ORDER TO ADD PLATFORMS			
B - PEDESTRIAN CROSSING FACILITY			
C - ELIMINATION OF SPUR TRACK			
TBD indicates "To Be Determined"			

Table 4
STATION SPACING

San Joaquin Station Spacing			Surfliner Station Spacing			Capitol Station Spacing		
	milepost	*distance*		*milepost*	*distance*		*milepost*	*distance*
Oakland	0		San Luis Obispo	35		Auburn	121	
Emeryville	5	5	Grover Beach	44	9	Rocklin	135	14
Richmond	13	8	Guadalupe	60	16	Roseville	139	4
Martinez	32	19	Surf	86	26	Sacramento	157	18
Antioch	50	18	Goleta	146	60	Davis	170	13
Stockton	81	31	Santa Barbara	154/0	8	Suisun	197	27
Modesto	111	30	Carpenteria	11	11	Martinez	214	17
Denair	123	12	Ventura	28	17	Richmond	234	20
Merced	146	23	Oxnard	37	9	Berkeley	239	5
Madera	183	37	Camarillo	46	9	Emeryville	241	2
Fresno	204	21	Moorpark	56	10	Oakland	246	5
Hanford	234	30	Simi Valley	67	11	Hayward	259	13
Corcoran	251	17	Chatsworth	75	8	Fremont	271	12
Wasco	289	38	Van Nuys	85	10	Great America	284	13
Bakersfield	315	26	Burbank Airport	91	6	San Jose	291	7
			Glendale	97	6			
Average Spacing:		**22.5**	Los Angeles	103	6	**Average Spacing:**		**12.1**
			Fullerton	129	26			
			Anaheim	135	6			
			Santa Ana	139	4			
			Irvine	149	10			
			San Juan Capistrano	161	12			
			San Clemente	169	8			
			Oceanside	190	21			
			Solana Beach	207	17			
			San Diego	232	25			
			Average Spacing:		**14.0**	*Note: Some Surfliner schedules skip selected stations.*		
			Goleta-San Diego Only:		**11.4**			

POLICY ON TRAIN STATIONS

CAPITOL CORRIDOR JOINT POWERS AUTHORITY

Capitol Corridor Service
(Colfax-Sacramento-Suisun/Fairfield-Oakland/San Francisco-San Jose)

1. INTRODUCTION

The Capitol Corridor has 16 stations along its approximate 185-mile route, and there are numerous suggestions for additional stations. It is recognized that a stop at any station provides a service to passengers using that station while simultaneously adding travel time to passengers whose destinations are at other stations. It is also recognized that the end-point to end-point train running time is increased by adding additional stops.

The Train Station Policy describes the general guidelines and minimum requirements for adding a station and continuing service to an existing or new station on the Capitol Corridor. The most significant requirement to be met for adding a station is defined by the overall measurable enhancements to the Service. Since the service is currently no faster and in some cases slower than the competing private automobile, the overall impact upon the time it takes the train(s) serving an additional station to complete its trip from origin to destination is a significant factor for consideration. In addition to the travel time competitiveness of the private automobile, the impact of adding a train station in the corridor will be dependent on improvements to the railroad right of way, increasing the level of daily train service, and the CCJPA's management of the train service to meet the transportation needs in the corridor such as skip-stops, express service and/or limited service.

The policy allows the CCJPA to balance the addition of new station or the reduction of or increase in train service to a station against (1) train travel times, (2) service frequency, (3) the operating and marketing strategies identified in the CCJPA's annual business plan, (4) the Service's systemwide quality/performance, ridership and revenues, and (5) local participation. This policy, which may be modified from time to time, provides the flexibility for the CCJPA to make sound business decisions in accordance with its Operating and Business Principles (adopted July 9, 1997) (see attached).

Upon adoption of this policy, Capitol Corridor train service to stations will be monitored for one year. Train service at the service levels effective October 25, 1998 will be maintained to all Capitol Corridor train stations during this one-year period. In addition, the CCJPA will develop a service operating plan for the expansion up to 10 daily round trip trains in accordance with the CCJPA's FY 97/98 Business Plan Update (adopted May 28, 1998).

2. ADDING A TRAIN STATION

If a project sponsor requests to add a station to be served by Capitol Corridor trains, the CCJPA will review the request to insure that the added station stop will provide a benefit to the Service while not degrading any aspect of the Service (e.g., quality, financial performance, and ridership and revenues). As such, to add a station to be served by Capitol Corridor trains, the CCJPA requires that the following must be accomplished:

Local approvals. The project sponsor must reach consensus of the political entities within the jurisdiction that a station is needed.

Funding. The local jurisdiction sponsoring the station must arrange for 100% of the funding including any improvements requested by the Union Pacific Railroad and approved by the CCJPA. If the project is accepted by the CCJPA, the CCJPA will support the efforts of the project sponsor to have it funded.

Basic facilities. The CCJPA requires that the project sponsor for any station served by Capitol Corridor trains must provide, at a minimum, the following:

- 600 foot platform 8 inches above top of rail;
- Lighting (platform-4.00 average foot candles, shelter-4.00 foot candles, parking-2.00 foot candles);
- ADA acceptable access and egress;
- Where two or more main tracks exist there will be fencing to prevent passengers from crossing the tracks;
- Trash receptacles with plastic bag liners (minimum two per platform);
- Adequate parking spaces for a minimum of 35 cars;
- Sufficient loading zones for the kiss-ride, bus and taxi traffic;
- Security provided by local law enforcement committed to regular coverage, especially around train times;
- Signage (including station, pathfinder, and roadway);
- Pay phone;
- Shelter from sun and rain and seating for at least 6 people;
- Provision for ticket vending machines (TVMs) and information kiosks (standard and electronic) and communication systems;

Additional facilities. Any additional facilities above the basic level will be selected, funded, and installed by the project sponsor subject to the CCJPA's approval and the added facilities will not detrimentally impact the Capitol Corridor Service.

Maintenance. Maintenance will be arranged by the project sponsor and funded by the project sponsor or local jurisdiction.

Projected patronage. The average projected patronage for a proposed station must be at least 10 boardings or alightings per train stopping at the station that has been requested by the sponsoring agency.

Location. The location must be acceptable to the CCJPA, Union Pacific, and Amtrak. The CCJPA's goal is to have station stops separated by five (5) miles, but station spacings less than five (5) miles will be considered on a project-by-project basis.

Coordination with Union Pacific. The CCJPA, working in concert with Amtrak, will provide the interface with the Union Pacific Railroad on the location and any improvements required by the Union Pacific.

Impact on service. The goal of the CCJPA is to not increase travel time. If the new station will lengthen the end terminal to end terminal train travel time as identified in the CCJPA's "Estimated Train Travel Times" (August 6, 1997) (attached hereto for reference), CCJPA staff will work with the project sponsor to ameliorate the incremental increase in train travel time due to the added station, including, but not limited to, track and signal improvements to increase track speed, reduced station dwell times, relocation of station stops, incorporating skip stops, express service, and/or limited service. In conjunction with these efforts with any project sponsors, the CCJPA will prepare a service operating plan for the expansion up to 10 daily round trip trains in accordance with the CCJPA's FY 97/98 Business Plan Update (adopted May 28, 1998) to assist in the mitigation of added train travel times due to an added station. (The attached travel time information will be modified from time-to-time to account for railroad track and signal projects, changes in highway congestion levels and other factors.)

Approval by the CCJPA. If all of the above steps are completed, the CCJPA will consider providing Capitol Corridor train service to the station, but has the right to deny train service to a station for other reasons.

Marketing a new station. As part of its request for Capitol Corridor train service, the project sponsor will submit to the CCJPA a local marketing plan to promote the new station. In addition to any local marketing the project sponsor undertakes for the station opening and its continuous operation, the CCJPA will work with the project sponsor to include the station in the CCJPA's overall marketing plan including the station opening.

Minimum service to a new station The CCJPA will endeavor to provide the funded level of Capitol Corridor train service at that station as requested by the sponsor for the first six months that it is in operation consistent with the projected ridership potential for the new station. Final decision on which trains will serve the station rests with the CCJPA.

3. CONTINUING SERVICE TO AN EXISTING OR NEW TRAIN STATION

One year after the adoption of this policy, the CCJPA will initiate a review and analysis to determine if train service should continue to an existing station. If a station over a four month period, or an existing seasonally impacted station over the preceding nine months, is not averaging 10 passenger boardings or alightings per train per day, the station will be placed under evaluation by the CCJPA with respect to the corridor's systemwide service quality/performance, ridership, and revenues. A review will be made of the markets served by the station and then a marketing campaign undertaken to increase boardings and alightings. If in the eight months after the focused marketing campaign has begun, the patronage has not increased to an average of 10 boardings or alightings, per train, per day, train service to that station may be reduced to support the then-current level of boardings or alightings per day based on this policy in accordance with the corridor's systemwide service quality/performance, ridership, revenues, and local participation. In no circumstance will a train station receive less than one daily round-trip train so long as Capitol Corridor train service is operated on the rail line that provides service to the station and there are some boardings or alightings at the station.

Staff will continue to monitor the status of affected station(s), including the restoration of and increase in train services to stations, as part of the CCJPA's management of the Service. All changes affecting Capitol Corridor train stations will be made in accordance with all applicable Federal and State laws.

GENERAL OPERATING AND BUSINESS PRINCIPLES

CAPITOL CORRIDOR JOINT POWERS BOARD

Capitol Corridor Service
(Colfax-Sacramento-Suisun/Fairfield-Oakland/San Francisco-San Jose)

- The CCJPB will provide leadership to and be responsible for the rail and bus service dedicated to the Capitol Corridor in cooperation with the contract operator and the railroad owner.

- The CCJPB, through its Managing Agency, shall administer safe, clean, reliable, high quality, cost-effective, user-friendly service to all customers throughout the corridor.

- The CCJPB is committed to providing more service for the existing level of funding by investing cost savings and revenues which exceed projections to improve and add service in the corridor.

- Frequent, on-time service is a key element to attract more passengers and increase revenues, and the CCJPB is committed to expanding the service to ten daily round-trip trains with connecting buses within the next five years.

- It is the intention of the CCJPB to provide a competitive, viable transportation alternative to private vehicle travel in the corridor.

- The CCJPB shall coordinate and integrate the operation and development of the service and any associated capital improvements with the responsible agencies in accordance with the member agencies' and the CCJPB's objectives.

- The CCJPB shall administer the service in accordance with sound business practices.

- The CCJPB member agencies shall provide support for legislative and community outreach efforts required for the service.

- The CCJPB shall manage the equipment maintenance facility and require that the maintenance and cleanliness standards ensure customer satisfaction.

- The CCJPB will work with the member agencies and local and regional transportation providers to ensure seamless, multimodal connections with the service.

- The CCJPB will develop partnerships in its marketing efforts which are focused on specific markets with ridership potential to increase revenues.

TABLE 1

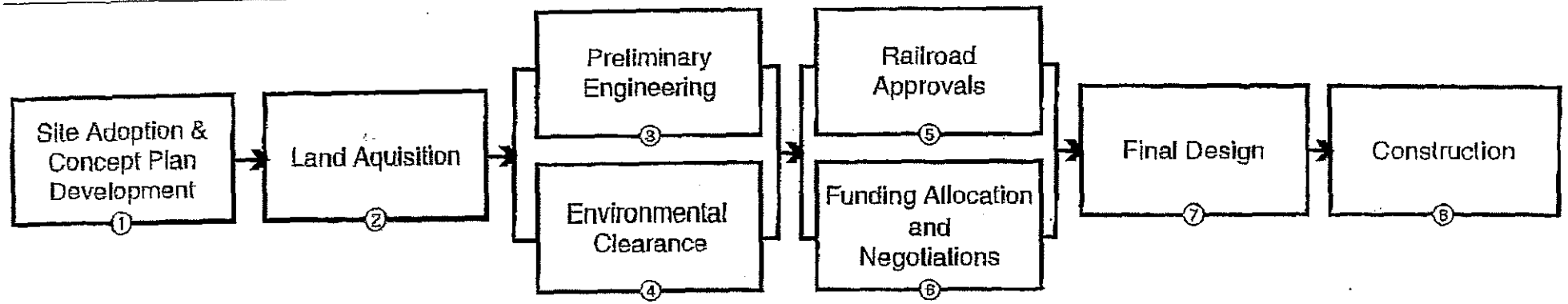
ESTIMATED TRAIN TRAVEL TIMES
Capitol Corridor Joint Powers Board

Capitol Corridor Service

(Colfax-Sacramento-Suisun/Fairfield-Oakland/San Francisco-San Jose)

Travel Segment	Private Automobile (a)		Capitol Corridor				Historical Timetables (1956)
	Peak	Off-Peak	Programmed Improvements	Current May 11,1997	4 Round-trips Nov. 10, 1996	3 Round-trips Dec. 11, 1991(b)	
Colfax-Sacramento	80 min.	60 min.	83 -102 min. (c)	(d)	(d)	(d)	75 - 100 min. (n)
Sacramento-Oakland/JLS	105 min.	90	120 min.(e)	141 - 144 min.	141 - 144 min.	125 min. (k)	125 min. (o)
Sacramento-San Francisco	130 min.	105 min.	133 - 135 min. (f)	153 - 155 min. (g)	153 - 155 min. (g)	140 min. (l)	156 - 162 min. (p)
Oakland/JLS - San Jose	55 min.	45 min.	60 min. (h)	56 min. (i)	53 min. (j)	60 min. (m)	65 min. (q)

a. Travel times were developed using information provided from various sources (BART, MTC, PCTPA).
b. Capitol Corridor Service started on Dec. 11, 1991 with travel times from published timetable (Oct. 27, 1991 to April 4, 1992).
c. Incorporates track and signal improvements identified in the FY 1997/98 TCI Program (83 eastbound, 102 westbound).
d. Travel times are for dedicated feeder buses, which range from 60 - 80 minutes depending on time of day. (And do not make all stops)
e. Assumes 20-minute travel time reduction for Sacramento-Emeryville due to current track and signal improvement project and 5-minute reduction between Oakland and Emeryville with improvements from Cypress Railroad Relocation Program.
f. Includes 20-minute reduction with 133 minutes projected for transfers between Capitol Corridor trains and BART at the Richmond Station and 135 minutes for transfer between Capitol Corridor trains and dedicated feeder buses at Emeryville.
g. 153 minutes calculated for transfers between Capitol Corridor trains and BART at the Richmond Station to Embarcadero Station and 155 minutes is for transfer between Capitol Corridor trains and dedicated feeder buses at Emeryville to SF Financial District.
h. Includes the addition of the programmed Oakland Coliseum Station (FY 1997/98 TCI funds for design and engineering).
i. Travel time is for Capitol Corridor train service for this segment and includes Hayward Station.
j. Travel time is for Capitol Corridor train service for this segment.
k. Travel time is estimated because train stopped at Oakland (16th Street) Station and did not serve Oakland/Jack London Square.
l. Connection to San Francisco was via feeder bus service between Oakland (16th Street) Station and the SF Transbay Terminal.
m. Travel time is estimated for Capitol Corridor train service along this segment because the Oakland 16th Street Station was replaced by the Jack London Square Station and there were no Great America, Fremont/Centerville, and Hayward stations.
n. Timetable for "The City of San Francisco" with 75 minutes for eastbound and 100 minutes for westbound (9/30/56).
o. Travel time estimated from timetable for "The City of San Francisco" (9/30/56) because train stopped at Oakland (16th Street) Station and did not serve Oakland/Jack London Square.
p. Connection to San Francisco was via Oakland Ferry and travel time varied depending on time of day.
q. Timetable for "Oakland Lark" (9/30/56) along the Mulford rail route (San Jose-Newark-Elmhurst-Oakland).



RAILROAD COORDINATION & APPROVALS
PROGRAMMING FUNDS

	BENICIA	FAIRFIELD/VACAVILLE	DIXON
1	9	0	3 (3)
2	0	0	0 (6)
3	9	6	0 (6)
4	0	0	0
5	12	3	6 (6)
6	0	0	0
7	9	6	0 (6)
8	9	6	6 (6)
TOTAL - Months (Years)	48 (4 Years)	21 (2 Years)	15 (33 for Ultimate)

Wilbur Smith Associates

TYPICAL STATION DEVELOPMENT PROCESS

Agenda Item IX.C
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Report

Background:

The 2000-01 Governor's State Budget May Revision proposes to refinance the transportation funding plan for the Traffic Congestion Relief program by suspending the transfer of all sales tax on gas proceeds to transportation programs for a period of two years. According to the revised document, more money is coming into the transportation fund than will be needed for projects in the next few years. The Administration proposes to defer the funds and keep the plan whole by adding two additional years at the end of the plan (2006-07 and 2007-08). A copy of the Transportation Section of the Governor's Budget – May Revision is attached.

A copy of the updated Legislative Matrix is attached for your review. Some bills have been modified to reflect the changing budget. AB 227 (Longville-Dutra) was amended in the Assembly and would now limit the length of the transfer of the sales tax on gasoline to the Traffic Congestion Relief Program to only two years (2006-2008).

SB 910 (Dunn) was meant to provide "teeth" to the Housing Element of the General Plans for cities and counties. This bill has been amended to hold gas tax funds in escrow rather than to redistribute. It has been read for the third time and forwarded to the Assembly.

SB 873 (Torlakson) has been added to the matrix and will be discussed in the attached Legislative Report

Monthly reports from the Ferguson Group and Shaw/Yoder are attached.

Recommendation:

Adopt position to seek amendments on SB 873.

Attachments

Solano Transportation Authority
2001 Legislative Matrix
May 2001

State Legislation Bill/Author	Subject	Status	Position
AB 227 (Longville) Permanent shift of Sales Tax on Gas to Transportation Purposes	The Bill originally made permanent the extension of the redirection of the sales tax on gasoline to fund the Traffic Congestion Relief Program. ***This measure was amended by the Assembly Appropriations Committee to remove Assemblyman Longville as author of the bill (replacing him with Dutra) and would limit the length of the transfer of to only two fiscal years 2006-2008.***	(read second time and amended – ordered to return to second reading)	Support
AB 321 (Vargas) Congestion Relief Transportation Trust Fund	This bill would require that current sales tax collected on the sale or lease of new or used motor vehicles be transferred from the General Fund to the newly created "Congestion Relief Transportation Trust Fund." The Bill would also require that certain percentages of the money in the fund be directed to a number of separate accounts (17) created within the fund and would also make permanent the extension of the redirection of the sales tax on gasoline enacted last year to fund the Traffic Congestion Relief Program.	Amended 4/16/01 Re-referred to the Committee on Transportation (hearing canceled at the request of the author)	Watch
SB 547 (Figueroa) Transit Pass Tax Credit	This Bill would authorize a credit against Personal Income Tax Law and the Bank and Corporation Tax Law for each taxable year beginning on or after January 1, 2001, in specified amounts, for the cost paid or incurred by employers who provide subsidized transit passes to their employees. In addition, the bill would also require the California Research Bureau to report to the Legislature on the credit created by this bill. Would also take effect immediately as a tax levy.	Senate Revenue and Taxation (hearing canceled by author)	Support
SB 829 (Karnette) Permanent shift of the Sales Tax on Gas to Transportation Purposes	This Bill would make permanent the extension of the redirection of the sales tax on gasoline enacted last year to fund the Traffic Congestion Relief Program ***Language regarding the funding split has been removed from the bill.***	Re-referred to Committee on Appropriations (suspense file)	Watch
SB 873 (Torlakson) Regional Transit Expansion Agreement	This Bill would require MTC to develop a new Regional Transit Expansion Agreement for the San Francisco Bay Area by June 30, 2002, incorporating information from specified studies in cooperation with congestion management agencies in Alameda,	Assembly, read first time (held at desk)	Pending

	Contra Costa, San Mateo, Santa Clara, and the City and County of San Francisco Bay. ***Marin, Napa and Solano Counties have been added to the agreement process.***		
SB 910 (Dunn) General Plans- Housing Elements	This Bill would require the Controller to reduce the monthly allocation of specified gas tax funds disbursed under various fuel tax laws to any city, county, or city and county whose third or subsequent revision of its housing element is not in substantial compliance with state law and to ***hold those funds in escrow until the city, county or city and county is compliant with housing element requirements.*** The Bill would also require the department to report to the Controller monthly a list of noncompliant jurisdictions.	Read third time - passed (sent to Assembly)	Oppose
SCA 3 (Karnette) Mass Transit Vehicles: Eligibility for Motor Vehicle Fuel Taxes and Fees	This Bill would amend the State Constitution to authorize the expenditure of revenues derived from the state fuel tax and motor vehicle fees and taxes for the capital, maintenance and operating costs for public mass transit vehicles, thereby eliminating the current restriction in Article XIX of the State Constitution.	Re-referred to the Committee on Transportation (hearing date 5/1/01 – failed by 1 vote)	Oppose

STA LEGISLATIVE REPORT

Legislation: **SB 873 (Torlakson)**

Subject: Regional Transit Expansion Agreement

Status: **Read in Assembly for the first time – held at desk**

Background

This bill would require MTC to develop a new Regional Transit Expansion Agreement in cooperation with Congestion Management Agencies in Alameda, Contra Costa, San Mateo, Santa Clara and the City and County of San Francisco by June 30, 2002. The agreement may include, but is not limited to specific projects to include rail expansion on I-580 to Livermore, State Highway Route 4 corridor to east Contra Costa County and the BART extension to Santa Clara County.

The purpose of this bill is to promote and propel the effort to develop and update a regional rail transit plan.

Discussion

Amendments have been added to include Marin, Napa, Sanoma and Solano counties to the Regional Transit Expansion Agreement process. A copy of the amendment is attached.

Recommendation

Seek amendments to SB 873 (Torlakson)

CURRENT BILL STATUS

MEASURE : S.B. No. 873
AUTHOR(S) : Torlakson.
TOPIC : Transportation: regional transit expansion agreement: San Francisco Bay area.
HOUSE LOCATION : ASM
+LAST AMENDED DATE : 04/24/2001

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

LAST HIST. ACT. DATE: 05/08/2001
LAST HIST. ACTION : In Assembly. Read first time. Held at Desk.

TITLE : An act to add Section 29035.5 to the Public Utilities Code, relating to transportation.

BILL NUMBER: SB 873 AMENDED
BILL TEXT

AMENDED IN SENATE APRIL 24, 2001
AMENDED IN SENATE APRIL 3, 2001

INTRODUCED BY Senator Torlakson

FEBRUARY 23, 2001

An act to add Section ~~66526 to the Government~~ *29035.5 to the Public Utilities* Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 873, as amended, Torlakson. Transportation: regional transit expansion agreement: San Francisco Bay area.

Existing law establishes the Metropolitan Transportation Commission as the local area transportation planning agency for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.

This bill would require the commission, in cooperation with the congestion management agencies of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara, and of the City and County of San Francisco, to develop a regional transit expansion agreement for the San Francisco Bay area. The bill would ~~require~~ *permit* the agreement to include the results of certain rail extension studies and *information concerning* any project ~~designated~~ *being evaluated* as a potential rail extension in San Mateo County and in the City and County of San Francisco.

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

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

~~SECTION 1. Section 66526 is added to the Government Code, to read:~~

~~66526.~~

SECTION 1. (a) The Legislature finds and declares all of the following:

(1) Assembly Bill 2928 of the 1999-2000 Regular Session (Ch. 91, Statutes of 2000) established the Traffic Congestion Relief Fund in the State Treasury and continuously appropriated money from the fund to the Department of Transportation for allocation, as directed by the California Transportation Commission, to the department and certain regional and local transportation entities for transportation projects. Listed among those transportation projects eligible for funding from the fund is a project to extend the San Francisco Bay Area Rapid Transit District (BART) service to San Jose, authorized to receive seven hundred twenty-five million dollars ($725,000,000), and two projects concerning Bay Area Transit Connectivity to complete studies of, and fund related improvements for, the I-580 Livermore Corridor, and Route 4 Corridors in Alameda and Contra Costa Counties, authorized to receive seven million dollars ($7,000,000) each (see

Ch. 656, Statutes of 2000, Sec. 5 (SB 1662)).

(2) The Metropolitan Transportation Commission, which is the regional transportation planning, financing, and coordination agency for the nine bay area counties, in February 2001 announced the commission's intent to seek to develop a new regional transit expansion agreement for inclusion as part of the update of the Metropolitan Transportation Commission's regional transportation plan.

(3) The BART Board of Directors in March 2001 adopted a framework for negotiations with the Santa Clara Valley Transportation Authority about a potential BART extension to Santa Clara County.

(4) Ten bay area members of Congress in March 2001 stated in a letter to the Metropolitan Transportation Commission that the representatives support efforts by local and regional agencies to forge a new regional transit plan.

(5) These events demonstrate the intent and willingness of local and regional government agencies to develop a regional transit plan. The Metropolitan Transportation Commission in 1988 oversaw the last regional transit plan, known as Resolution 1876, which was memorialized in Senate Bill 1715 of the 1987-88 Regular Session (Ch. 1259, Statutes of 1988). New state legislation could memorialize the next regional rail agreement.

SEC. 2. Section 29035.5 is added to the Public Utilities Code, to read:

29035.5. On or before June 30, 2002, the ~~commission~~ *Metropolitan Transportation Commission* , in cooperation with the congestion management agencies of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara, and of the City and County of San Francisco, shall develop a regional transit expansion agreement for the San Francisco Bay area. The agreement ~~shall~~ *may* include, but need not be limited to, all of the following:

(a) The results of all of the following studies:

(1) The I-580 corridor to Livermore rail extension study conducted by the Alameda County Congestion Management Agency and the San Francisco Bay Area Rapid Transit District.

(2) The State Highway Route 4 corridor to east Contra Costa County rail extension study conducted by the Contra Costa Transportation Authority.

(3) The San Francisco Bay Area Rapid Transit District extension to Santa Clara County study conducted by the Santa Clara Valley Transportation Authority.

(b) ~~Any project designated~~ *Information concerning any project being evaluated* as a potential rail extension in San Mateo County and in the City and County of San Francisco.

SENATE RULES COMMITTEE
Office of Senate Floor Analyses
1020 N Street, Suite 524
(916) 445-6614 Fax: (916)
327-4478

SB 873

THIRD READING

Bill No: SB 873
Author: Torlakson (D)
Amended: 4/24/01
Vote: 21

SENATE TRANSPORTATION COMMITTEE : 11-3, 5/1/01
AYES: Murray, Costa, Dunn, Figueroa, Karnette, Perata, Romero, Scott, Soto, Speier, Torlakson
NOES: McClintock, Brulte, Monteith

SUBJECT : Regional transit expansion agreement: San Francisco Bay Area

SOURCE : Author

DIGEST : This bill requires the Metropolitan Transportation Commission to develop a new Regional Transit Expansion Agreement for the San Francisco Bay Area by June 30, 2002, incorporating information from specified studies and in cooperation with designated agencies.

ANALYSIS : Legislation enacted in 1957 provided for the establishment of the Bay Area Rapid Transit District (BART) as a means of solving interurban travel problems and for relieving existing and future traffic congestion on freeways and roads in the Bay Area. BART also was envisioned as a means of surmounting the physical barrier present in the form of San Franciso Bay. The enabling statute created the district as comprising the territory within the boundaries of the Counties of Alameda, Contra

CONTINUED

Costa, Marin, San Francisco and San Mateo, but only the Counties of Alameda, Contra Costa and San Francisco currently make up the district and pay sales taxes for the operation of the BART and its transit services.

In 1988, the Bay Area's Metropolitan Transportation Commission (MTC) approved a multi-billion dollar regional rail agreement ("Resolution 1876") which established a consensus on future extensions of BART rail transit services. The agreement included the principle that any non-BART county seeking BART service would be required to contribute financially to extensions within the BART district boundaries prior to the extension of services to a non-BART county.

Under the Resolution 1876 agreement, San Mateo County agreed to a funding "buy-in" plan of approximately $600 million for East Bay BART extensions, extension of BART to the San Francisco International Airport and a Caltrain commuter rail service extension in San Francisco. The agreement was memorialized by the Legislature in SB 1715 (Boatwright, 1988).

This bill requires the MTC to develop a new Regional Transit Expansion Agreement for the San Francisco Bay Area by June 30, 2002 as a successor plan to the region's Resolution 1876.

The agreement is to be prepared in cooperation with the Congestion Management Agencies of five counties (Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara).

The agreement will be authorized to incorporate pertinent information from existing and ongoing studies of BART and potential rail extensions, to the extent the studies' results and information are available.

The bill specifies the data and studies to be considered as those examining the following:

1. A study of a rail extension along the Interstate 580 corridor to Livermore.

2. A study of a rail extension along the Highway 4 corridor

to eastern Contra Costa County.

3. A BART to Santa Clara County extension study.

4. Information regarding potential rail extensions in San Mateo County and in San Francisco.

Background

Last year, the Traffic Congestion Relief Act enacted in AB 2928 (Torlakson) provided funds for 159 transportation and congestion-relief projects, including $725,000,000 to extend BART to San Jose, $7,000,000 for BART and rail implementation studies along Route 4 in Contra Costa County, and $7,000,000 for similar activities along the Interstate 5 corridor to Livermore.

Last year, the Senate Transportation Committee heard and approved AB 2929 (Torlakson), which would have prohibited any BART service expansion outside the district's boundaries until existing rail service commitments within the district were made, and prohibited the extension of BART to Santa Clara County without the county first agreeing to provide funding for service extensions within the district (a so-called "buy-in"). The bill was intended to honor the terms of the Resolution 1876 agreement on Bay Area rail expansion. However, AB 2929 was not enacted.

According to the author's office, the intent of the bill is to promote and propel, and ultimately memorialize, an already-started effort to develop an updated regional rail transit expansion plan. The author's office indicates that a series of meetings, discussions and preliminary agreements have formed the basis for a more comprehensive process and effort to forge a Bay Area agreement on the projects, priorities and timeframes for further development and integration of rail transit services.

FISCAL EFFECT : Appropriation: No Fiscal Com.: No Local: No

RJG:cm 5/3/01 Senate Floor Analyses

SUPPORT/OPPOSITION: NONE RECEIVED

**** END ****

California State Senate

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SENATOR
TOM TORLAKSON
SEVENTH SENATORIAL DISTRICT

DISTRICT OFFICE
1948 MT. DIABLO BLVD.
WALNUT CREEK, CA 94596
TEL (925) 280-0276
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To: **Legislative Counsel Bureau**

From: **Robert Oakes**

Date: **May 8, 2001**

Subject: **Amendments to SB 873 (Torlakson), as amended April 24, 2001**

Please draft amendments to SB 873 (copy attached) to add Sonoma, Marin, Napa, and Solano Counties. These amendments are described below.

These amendments are due sure to me by **May 14, 2001 at 3:00 p.m.**. Thank you for your assistance. Please contact me at 916-445-6083 with any questions.

Amendment 1

SECTION 1, (a) (1), on Page 2, line 20, after "receive seven million dollars ($7,000,000) each" add "and thirty-seven million dollars ($37,000,000) in Marin and Sonoma Counties for implementation of commuter rail passenger service from Cloverdale south to San Rafael (and ultimately Larkspur), also called the SMART Rail Implementation Plan."

Amendment 2

SECTION 1 (a) (5) on Page 3, line 1 after "plan" add "for Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma Counties, and the City and County of San Francisco.

Post-it® Fax Note 7671	Date	# of pages ▶ 2
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Co./Dept. FYI	Co.	
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BUSINESS, TRANSPORTATION, AND HOUSING

DEPARTMENT OF TRANSPORTATION

2000-01	*NO CHANGE*
2001-02	*-$1.2 BILLION*

Refinancing the Transportation Funding Plan—$1.3 billion in General Fund savings in 2001-02 and $1.2 billion in 2002-03 by deferring the sales tax transfer for two years—Because more money is coming into the transportation plan's fund than will be needed for project expenditures in the next few years, the Administration proposes to defer the sales tax shift for two years and keep the plan whole by adding two additional years of shift of sales tax on gasoline at the end of the plan (2006-07 and 2007-08). No transporation projects should be delayed by this shift. This two-year deferral frees up $1.062 billion in 2001-02 and $1.177 billion in 2002-03. Other adjustments are proposed that result in net General Fund relief of $1.3 billion in 2001-02 and $1.2 billion in 2002-03.

When the transportation funding plan was enacted last year, the strong condition of the General Fund allowed a substantial initial deposit of $2 billion toward a six-year, $6.9 billion plan, which included $5.3 billion of designated high-priority congestion relief projects. Beginning with 2001-02, the next five years of the plan were to be funded from a diversion of the sales tax on gasoline from the General Fund. The May Revision estimates that revenues available to this plan are slightly lower than the estimates in the Governor's Budget ($8.1 billion versus $8.2 billion), but still substantially above the $6.9 billion expected last summer.

The key features of this proposal are as follows:

- **Protects cash needed to continue all currently programmed projects**—Provides sufficient cash to meet all expected demands from currently programmed projects in the State Transportation Improvement Program (STIP), the State Highway Operations and Protection Program, and the Traffic Congestion Relief Program (TCRP) based on Caltrans' latest estimates.

- **Holds the local street and road maintenance allocation from the Transportation Investment Fund (TIF) harmless**—The May Revision proposes that uncommitted funds in the State Highway Account (SHA) be used to maintain

allocations for local street and road maintenance for the two-year deferral period. Because cities and counties will be held harmless during the two-year deferral, they will not participate in the extension of the program to 2006-07 and 2007-08. Instead, the allocation to the STIP from the TIF will be increased.

- **Holds funding for State Transit Assistance at a level consistent with ongoing funding from its usual funding sources and the TIF**—Uncommitted funds from the Public Transportation Account (PTA) will be used to maintain the State Transit Assistance Program at a level of $171 million in 2001-02 and increasing amounts in following years.

- **Applies additional uncommitted funds to meet cash flow in future years**—In order to leave sufficient funds available to meet projected cash flows in 2004-05 and 2005-06, the revised plan uses $280 million from the PTA for eligible congestion relief projects. These funds are available due to increased revenues resulting from increases in fuel prices and previously unprogrammed balances. Additionally, $180 million will be advanced from the SHA to pay eligible congestion project costs. The revised plan also includes authority to borrow $100 million from the Motor Vehicle Account and standby authority to borrow from the General Fund if needed, to meet cash flow requirements in 2004-05 and subsequent years.

- **Defers TIF contributions to STIP and PTA for two years, but those programs recoup in future years**—Due to expected growth in the sales tax on gasoline in the two additional years of the revised plan, all funds derived from the SHA will be restored, with an increase of an estimated $473 million. All the PTA funds will also be restored by 2007-08 with an increase of $119 million. Additionally, the PTA will receive about $228 million in increased revenues through 2007-08 from other sources, so the impact of the early years of the revised plan is mitigated.

Overall, the value of the plan—$8.6 billion—will be increased by over $500 million as compared to existing law.

Project Delivery Workload—Caltrans requests a net augmentation of $106.8 million to its support budget to deliver scheduled workload during the budget year. The increase will provide capital outlay support resources for project delivery including the revised 2000 State Transportation Improvement Program, the State Highway Operation and Protection Plan, Bay Bridge seismic retrofit and replacement, and the Traffic Congestion Relief Program. Increasing contracted services will accommodate the workload.

Installation of Battery Back-ups and Energy Efficient Lighting Devices at Intersections—As a public safety measure, the Administration proposes

$21.4 million to continue a project begun in the current year to ensure operation of traffic signals during power outages. The project will retrofit a portion of the State's traffic light and ramp meters with energy-efficient, light-emitting diodes. These resources will also fund battery back-up purchases and installations. The replacement project pays for itself within five years with energy and maintenance savings.

Increase Federal Funding for Farmworker Transportation—The May Revision includes $500,000 in additional federal grant funds to purchase and operate vans and small buses as part of the Farmworker Transportation Services Pilot Program in the San Joaquin Valley.

Increase Funding for Transportation Planning and Research—The May Revision proposes $13.3 million for various planning and research projects through a combination of reappropriated funds ($6.9 million), new federal TEA-21 funds ($5.1 million), and increased state resources ($1.3 million). Projects include activities such as a new Community Based Planning Grant program to integrate transportation planning with other planning issues, as well as materials and technology research and development studies and pilot installations.

Additional Leased Space—The Administration proposes $7.6 million to continue addressing safety concerns at the Department's District 7 Los Angeles headquarters. The occupancy and electrical load at the facility will be reduced based on a capacity study to be completed in early June 2001.

DEPARTMENT OF MOTOR VEHICLES

2000-01	*No Change*
2001-02	*$2.3 Million*

E-Government License Plates Initiative—The Administration proposes $592,000 from the Motor Vehicle Account to develop software that allows the public to use the Internet to order and pay for personalized license plates. This project continues the Administration's policy of providing faster, more efficient services through e-Government.

E-Government Customer Services—The May Revision includes $2.7 million to develop a Department of Motor Vehicles (DMV) Spanish website, purchase advance speech processing software to improve telephone service to the public, and test an automated e-mail response system. These projects will expand electronic transactions, improving customer convenience.

Queuing System Expansion—The Administration requests $2.5 million for queue management systems in 66 DMV field offices and 8 regional offices. Queuing

The Ferguson Group, LLC

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June 5, 2001

Memorandum

To: Solano Transportation Authority, City of Fairfield, City of Vacaville, City of Vallejo

From: Mike Miller

Re: Client Report – May 2001

The following is a brief update on congressional activity and efforts undertaken during May 2001 by The Ferguson Group on behalf of the Solano Transportation Authority, the City of Fairfield, the City of Vacaville, and the City of Vallejo. Our projects are:

- 80/680 Interchange
- Jepson Parkway
- Baylink Ferry Intermodal Facility

Capitol Hill Update.

Progress on appropriations legislation in the Senate – including the Transportation Appropriations bill – has slowed considerably due to Sen. Jeffords leaving the Republican Party. The 50-49-1 Democratic majority in the Senate will result in a dramatic change in committee structure which is likely to take time to settle.

The House Subcommittee on Transportation Appropriations is likely to mark up the FY02 Transportation bill sometime in June – no exact date has been announced. It is unclear whether the changes in the Senate will significantly impact the overall appropriations timeline. The Ferguson Group will closely track the new Senate committee structure and its impact

Once again, this month has seen little direct congressional activity related to TEA-21 reauthorization. Notwithstanding this point, The Ferguson Group has learned from congressional staff that public entities – e.g., cities and counties – in other regions are beginning to develop TEA-21 projects and discuss those projects with their congressional representatives.

A significant victory occurred early in the month during a meeting with Rep. Barbara Lee's staff in Washington. Rep. Lee's staff confirmed that the congresswoman supports all three projects. Further, staff agreed to send a letter of support similar to the letter sent last month by Northern California Members of Congress in support of the projects.

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May 2001 – Activities.

The Ferguson Group reports the following activities for May 2001:

- Continued communications with regional delegation members and respond to congressional staff inquiries regarding the projects.
- Project coordination with STA staff and updates as needed regarding reauthorization and appropriations legislation.
- Forward community support letter to congressional offices.

Action Items for June 2001.

Our efforts during June 2001 are likely to focus on the following:

- Responding to inquiries from congressional offices regarding requests.
- Tracking appropriations process and our requests.
- Prompting coalition members at key times to communicate with congressional offices regarding support for appropriations requests.
- Drafting a memorandum outlining our six-month strategy defining the short, medium, and long-term strategy for the coalition related to TEA-21 reauthorization.
- Tracking TEA-21 reauthorization process and our requests.
- Working with the coalition to develop local and regional support and getting that support communicated to the congressional offices.

The Ferguson Group coordinated funding requests for appropriations projects on behalf of STA and the Cities of Fairfield, Vacaville, and Vallejo. The following chart outlines the project request and the status of legislation related to those requests.

Project	***Request***	***Status***
Interstate 80 / 680 Interchange Project	$12 million in the FY 2002 Transportation Appropriations Bill under the Highway Construction Account	- Project requests submitted to congressional offices and committee. - Subcommittee markup anticipated in mid-June.
Vallejo Baylink Ferry Intermodal Center	$3.5 million in the FY 2002 Transportation Appropriations Bill under the Ferry Boats and Ferry Terminal Facilities Account	- Project requests submitted to congressional offices and committee. - Subcommittee markup anticipated in mid-June.
Jepson Parkway Project (I-80 Reliever Route)	$4.5 million in the FY 2002 Transportation Appropriations Bill under the Highway Construction Account	- Project requests submitted to congressional offices and committee. - Subcommittee markup anticipated in mid-June.

Please contact Mike Miller at (916) 443-8500 if you have any questions regarding this report or need additional information.

SHAW / YODER, inc.
LEGISLATIVE ADVOCACY

June 6, 2001

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

Fm: Shaw / Yoder, Inc.

Re: Status Report

General Outlook

The Budget Conference Committee has begun its work on the 2001-02 State Budget and things have already turned ugly. The Legislative Analyst's Office (LAO) is projecting that if the Legislature adopts the Governor's budget as proposed in his May Revise that the State will face a deficit of $4 billion. The Assembly and the Senate disagree on how much of a reserve the State should have going into the budget year. The Senate wants to put more money in reserve to stave off reductions in the 2002-03 State Budget that will be prepared just months prior to the critical November, 2002 election. The Davis Administration has stated that they concur with the Senate. So far, the Assembly representatives to the Budget Conference Committee have resisted the Senate representatives' efforts to increase the level of the reserve in the budget. The difference of opinion, as well as some other tensions between the two houses, has led to a highly acrimonious atmosphere.

The current situation could be further influenced by several major factors. For example, the Republicans in the Legislature are contending that the sales tax decrease that was triggered by the State having a reserve of over $4 billion in this budget year should be extended. The Democrats are assuming that the sales tax will go back to its previous rate. The difference is roughly one billion dollars. In addition, one of the tax cuts recently enacted by Congress, the phase-out of the estate tax, will reduce state revenues by $320 million in the budget year. The $320 million reduction is not contemplated in the Governor's budget. Lastly, sales tax receipts appear to be lagging earlier projections for the budget year. If all of these factors come to bear on the 2001-02 State Budget, then the need to reduce spending will increase greatly.

With respect to how much the State is spending to purchase electricity, there's some good news and some bad news. The bad news is that it appears the State will have spent approximately $9-10 billion by the time the State Treasurer actually issues the bonds, which will be repaid by the additional surcharge that ratepayers are seeing in their most recent bills. This means the State will have very little room (approximately $3-4 billion) in the budget year in terms of continuing

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to buy electricity without either having to issue another bond to make it through the year or raise rates again. The good news is that the price that the State has had to pay for electricity in recent weeks has reportedly gone down significantly due to a variety of factors, which would make the $3-4 billion worth of "wiggle room" go a lot farther in the budget year.

Sales Tax on the Gas Tax in Jeopardy?

As we predicted, the Governor proposed in his May Revise to temporarily suspend the dedication of the sales tax on gas to the Transportation Congestion Relief Plan (TCRP). Due to other redirections, the Governor's proposal is not expected to jeopardize the monies for the 80/680 or 12/80 interchanges that were secured last year or the ability of the STA to access these monies. Attached please find a description of the Governor's proposal and the specific effects it will have on the various components of the Plan.

Unfortunately, the Governor's proposal to enact the temporary suspension currently contains language that would allow the State Department of Finance to make an unlimited number of ongoing loans at any amount from the TCRP to the State's general fund with no approval by the Legislature and no responsibility to report the amount of transfers, not to mention the terms and conditions of such transfers, e.g. what interest rate, if any, would be charged. A coalition of transportation advocates, including Shaw / Yoder, Inc. is aggressively pursuing the addition of more explicit terms and conditions on any loaning of funds from the TCRP to the State's general fund.

Dedicate Part of Public Transportation Account (PTA) Surplus to Capitol Corridors Stations?

In our last several reports we have pointed out that there would probably be surplus in the PTA account. We had hoped to earmark a portion of the surplus funds for additional stations on the Capitol Corridors line. At the same time, we feared the surplus would prove too tempting for the Governor to not propose to divert the additional monies to the State's general fund.

Unfortunately, the Governor did propose as part of his May Revise to cap the amount of revenues that would otherwise flow into the PTA and require the surplus to instead flow into the State's general fund.

Transportation advocates, including Shaw / Yoder, Inc., are attempting to limit the amount of revenues that would flow into the State's general fund to at least preserve some of the surplus for alternative transportation purposes.

Legislation

AB 227 (Dutra) – The Southern California Association of Governments is the sponsor of AB 227. AB 227 would require the transfers from the General Fund to the Transportation Infrastructure Fund (TIF), and from the TIF to the Public Transportation Account, the State Department of Transportation, and the cities, counties, and the city and county, to end on June 30, 2008, or on a specified date. Status: Assembly Floor.

SB 829 (Karnette) – The California Transit Association is the sponsor of SB 829. SB 829 would permanently dedicate the sales tax on gasoline for transportation purposes. Language regarding the division of revenues has been removed from the bill. Status: Senate Appropriations: held in committee.

AB 321 (Vargas) – The Planning and Conservation League (PCL) is the sponsor of AB 321. AB 321 would require the State Board of Equalization, in consultation with the Department of Finance, to estimate the amount that is transferred to the General Fund under the Sales and Use Tax Law that is attributable to revenue collected for the sale or lease of new or used motor vehicles (current estimate: approximately $2 billion). The bill would require the State Board of Equalization to inform the Controller, in writing, of the amount and would require the Controller, upon receipt of the notice, to transfer the amount to the Congestion Relief Transportation Trust Fund, which the bill would establish in the State Treasury. If AB 321 is unsuccessful it is quite possible that the PCL will pursue an initiative. Status: With the Assembly Transportation Committee, not set for hearing.

AB 411 (Diaz) – AB 411 has been amended to establish a pilot program called Operation Safe Passage (OSP) in three of the state's metropolitan areas to address issues of bicycle and pedestrian safety and traffic calming. Status: With the Assembly Transportation Committee.

AB 1396 (Longville) – Metrolink is the sponsor of AB 1396. AB 1396 would create the Passenger Rail Improvement, Safety, and Modernization Program and would establish the Passenger Rail Improvement, Safety, and Modernization Subaccount in the Public Transportation Account in the State Transportation Fund. The bill would annually appropriate $100,000,000, adjusted annually, from the General Fund to the Controller for transfer to the subaccount. The bill would provide that eligible recipients of funding are certain public agencies and joint power authorities that provide regularly scheduled passenger rail service. The bill would require that funds allocated pursuant to the program be used for the rehabilitation or modernization of tracks utilized for public passenger rail transit, signals, structures, facilities, and rolling stock, and would permit funds to be used for any of these eligible rail elements. The bill would require that funds allocated to Southern California Regional Rail Authority for eligible

projects be apportioned in accordance with memorandums of understanding. The bill would require that program funds not contractually obligated to a project within three years from the date of allocation be returned. An eligible recipient of funding would be required to provide matching funds in an amount not less than the total amount allocated to the recipient under the program. An eligible recipient of funding would be required to certify that it has met its matching funds requirement, and all other requirements of the program, by resolution of its governing board. The bill would require eligible recipients of funding to maintain their existing commitment of local, state, or federal funds for maintenance and rehabilitation of the passenger rail system in order to remain eligible for allocation and expenditure of the program funds, as specified. Status: Assembly Appropriations Committee.

SB 106 (Sher) - This bill would authorize the extension of a local $1 vehicle registration surcharge for abandoned vehicle abatement upon the adoption of a specified local resolution, require local abatement authorities to report annually on the use of vehicle abatement funds, and require the Controller to review the reports and the use of such funds to ensure compliance with the law. Status: Set for hearing in the Assembly Transportation Committee, 6/11.

SB 346 (Perata) - This bill would require the San Francisco Bay Area Water Transit Authority to complete the San Francisco Bay Area Water Transit Implementation and Operations Plan for submission to the Legislature on or before December 12, 2002. In addition, the bill would require that on or before the end of the Regular Session of 2003, the Legislature shall review the preliminary draft and issue a resolution setting forth its findings regarding the plan, including, but not limited to, the date on which the authority is expected to complete all programmatic environmental impact reports in connection with adoption of the final plan and that, on or after the date of completion of all programmatic environmental impact reports in connection with adoption of the final plan, the authority shall submit the final plan to the Legislature for review and statutory approval and that, the authority may implement the final plan only after the Legislature has approved it by statute. It is believed that these deadlines are designed to conform to the fact that the Senator is termed out in 2004. Status: Set for hearing in the Assembly Transportation Committee, 6/25.

SB 473 (Perata) - This bill would require the Metropolitan Transportation Commission (MTC) to undertake a number of tasks, including the development of performance criteria for new transportation projects, and adoption of a master plan for the development of commuter rail in the Bay Area. It also requires MTC and Caltrans to submit a plan for a transportation management center to the Legislature. Status: In Assembly, awaiting assignment to committee.

SB 873 (Torlakson) - This bill would require the Metropolitan Transportation Commission to develop a new Regional Transit Expansion Agreement for the San Francisco Bay Area by June

30, 2002, incorporating information from specified studies and in cooperation with designated agencies. Status: In Assembly, awaiting assignment to committee.

SB 910 (Dunn) - This bill would require that specified transportation funding be reduced to any city or county that fails to have an approved housing element. Status: In Assembly, awaiting assignment to committee.

SB 547 (Figueroa) - This bill would enact a proposal most recently put forward by the Governor to authorize a credit against the Personal Income Tax Law and the Bank and Corporation Tax passes to their employees. Status: Senate Revenue and Taxation Committee.

Attachment

Transportation Plan Refinancing Proposal

Basic principles

Protects cash needed for projects in Traffic Congestion Relief Program and for the currently programmed projects funded by the State Highway Account (SHA).

Eliminates the sales tax on gasoline transfer from the General Fund in 2001-02 for $1.1B and 2002-03 for $1.2B. Also recaptures $238M from 2000-01 GF cash appropriation in 2001-02.

Adds two years (2006-07 and 2007-08) to the five-year program to replace 2001-02 and 2002-03. This increases transportation funding by over $500 million.

Uses available uncommitted cash balances in transportation funds to meet immediate needs to fund projects already authorized. All funds advanced from the State Highway Account are repaid and substantial additional funding will be provided State Transportation Improvement Program (STIP) by the 2004 cycle.

Preserves the basic structure of the Transportation Investment Fund (TIF) as much as possible. This fund was created in last summer's transportation funding legislation and provides additional funding from the sales tax on gasoline for the STIP, local street and road maintenance and public transit.

Effects of Proposal

Holds harmless local street and road maintenance program by advancing money from the State Highway Account.

The 2002 STIP will have a net contribution of $902 million from the sales tax on gasoline, **up** $305 million from the numbers published when the transportation legislation was adopted last summer. Although this is slightly less than would be available in the absence of this proposal, increased funding from other sources is likely to offset this temporary reduction.

The State program of assistance for local transit operations is maintained at $171 million in 2001-02, slightly less than in the Governor's Budget. The program is expected to grow steadily in future years.

Although contributions from the TIF for new transit programs or projects are temporarily redirected, increased May Revision revenues from sales taxes on fuels substantially mitigate the effects of the proposal's early years.

Transportation Funding Plan

(Dollars in Millions)	Eight Year Totals			
	June 2000 Estimates	2001-02 Governor's Budget	2001 May Revision	Refinancing Proposal
Resources				
2000-01 GF Appropriation	$1,500	$1,500	$1,500	$1,500
Sales tax on gas	5,382	6,710	6,556	7,072
Total	$6,882	$8,210	$8,056	$8,572
Uses of Funds				
Designated Congestion Relief Projects	$5,390	$5,390	$5,390	$5,314
State Transportation Improvement Program	597	1,128	1,066	1,539
Local Streets and Roads Maintenance	597	1,128	1,066	1,066
Public Transportation Account	298	564	533	652
Totals	$6,882	$8,210	$8,055	$8,571
Additional Retained PTA revenue			$228	$228
General Fund Benefit in 2001-02 & 2002-03				$2,477

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Transportation Funding Plan With Sales Tax Shift Deferral for Two Years
(Dollars in Millions)

	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	Total	Net Change In Plan	Net Change In Total
Resources											
GF Appropriation	$1,500								$1,500		
Sales tax on gas	500	(1,062)	(1,177)	1,232	1,272	1,313	1,355	1,400	$7,072		
Shift COS for TCRP to SHA	60	60	60				-$180		$0		
Shift transit project costs to PTA		180	100					-$280	$0		
Borrow from MVA					$100		-100		$0		
Payback by GF/Borrow from GF					220	30	-12		$238		
Uses of Funds											
Designated Congestion Relief Projects	$2,000	(678)	(678)	$678	$678	$678	$678	$602	5,314	-$76	-$76
STIP[1]		(154)	(200)	222	238	254	542	638	1,893	827	473
Local Roads		(154)	(200)	222	238	254	0	0	713	-353	1
PTA		(77)	(100)	111	119	127	135	160	652	119	119
Totals									8,572	517	517
Additional GF cut/transfer		238							238		
TCRP Revised Cash Flow	600	468	839	945	1044	707	357	150	5,110		
Cum Net Cash in TCRF	$1,460	$994	$315	$48	$2	$3	$32	$204			
Hold harmless Local Roads with SHA		$154	$200								
Value of GF cut		$1,300	$1,177						2,477		
State Transit Assistance	$116	$171	$174	$187	$194	$201	$209	$216			

(figures in parentheses are what existing law would have provided that will not occur in this plan)

[1] 2005-06 and 2006-07 reflect increase of $827M over MR for 2001-02 & 03 to pay back SHA for $354M hold harmless.
Total net to SHA = $473M

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5/14/01, 9:54 AM

Transportation Funding Plan Revision – Implementation

Trailer Bill

- Defer full sales tax shift for two years
- Add two years of shift
- Modify formula for TIF so SHA gets paid back and streets and roads is cut off in 2006-07 and 2007-08.
- Require payback of GF $238M to TCRF when needed for cash flow (2004-05 and 2005-06 probably)
- Authorize loans from GF and MVA on order of DOF and tie repayment to DOF estimate of funds available and EO.
- Appropriate funds for streets and roads from SHA based on what they would have gotten 2001-02 and 2002-03.
- Change TIF allocation for TCRP in 2007-08 to cut $76.1M for which there are no projects.
- Cap spillover at may revision $81M BY, $37M BY+1
- Set up process to account for use of PTA, MVA, and SHA funds in TCRP.

Budget Bill

- Make additional $238M GF transfer.
- Make transfer from PTA $180M BY, $100M BY+1 will be in 2002 BB
- Change appropriation language on COS to reduce repayment to TCRP by $60M for CY & BY.
- Change $ to 171M and language in STA item in BY, fix budget at $174M in BY+1 in 2002 BB

Agenda Item X.A
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Elizabeth Richards, Program Director
RE: SCI City Outreach and General Marketing Programs

Background:
When the STA Board approved Solano Commuter Information's (SCI's) Work Program in December, a new City Outreach program was initiated. The intent of this program was to review and improve how the SCI program provides and delivers services in each of the STA members' jurisdictions. In addition, it is an opportunity for each jurisdiction to use SCI as a resource gateway to a wide range of transportation information.

This is a status report on the City Outreach Program and a summary of the General Marketing Program.

Discussion:

1. City Outreach Program:
   The process begins with the SCI staff's Program Director meeting with individual STA Board members individually along with any staff requested by the STA Board member to attend. Program service and delivery modifications are expected to vary by jurisdiction depending upon the feedback received and develop over a period of time subsequent to the initial meeting.

   Staff has met with two jurisdictions and is in the process of scheduling a meeting with a third within the month. In late January, staff met with Rio Vista STA Board member Marci Coglianese and her selected staff. A written overview of existing SCI program services in Rio Vista and potential enhancement opportunities was provided. A variety of issues were discussed with several items for follow-up. These ranged from Park and Ride planning to community presentations. A sample of these issues is highlighted in Attachment 1.

   In May, Staff met with Dixon STA Board member Mary Ann Courville. A written overview of existing SCI program services in Dixon and potential enhancement opportunities was provided. Issues discussed ranged from new developments' design features enhancing the use of transit, bicycling, and ridesharing to outreach opportunities through local community groups. A sample of issues is highlighted in Attachment 2.

Staff is in the process of scheduling a meeting with a third jurisdiction. Within the next month a meeting should be held with Vacaville STA Board member Rischa Slade.

2. General Marketing Program:
Throughout the year, Staff markets its services. This is done through a variety of means in Napa and Solano counties. Cross sections of events are staffed with SCI program information booths. Speaking engagements offer more in-depth and personalized information. Partnering with other agencies and the private sector are pursued and have been successful. Caltrans as well as the Vallejo Fairgrounds message board display messages to the public along the counties' state roads and highways. Staff submits information and ads to local newspapers, newsletters and other media outlets and is very responsive to media inquiries. A variety of materials are created and printed so that staff can offer accurate information to veterans and the ever changing and expanding commuting population. Although commuters are the primary clients, services are available (and encouraged to be used) for all trip types. Supplying materials to private businesses with a variety of clients such as realtors along with public entities such as the City Hall at the Mall allows the program to outreach to a broader range of the public. Staff utilizes marketing strategies with a long shelf life such as telephone directories and a variety of publications (chamber directories, regional brochures and publications) that are reviewed for accuracy of transportation information. A more complete summary is available on Attachment 3.

As a result of the above and other efforts, a 2000 study found that Solano County had the highest awareness in the Bay Area of RIDES[1] or SCI services with 35% having heard of the program. Though not the highest, an impressive 52.5% of Solano residents had heard of SCI's telephone number. Unfortunately, Napa's awareness of RIDES/SCI's services was the lowest in the Bay Area at 11.3% though 40.3% were familiar with the telephone number. The SCI program has been serving Solano for over 20 years but Napa for less than three years. Staff looks forward to the challenge of increasing awareness in Napa County.

Recommendation:
Informational

ATTACHMENT 1

City Outreach Program
Rio Vista Issues

Planning issues

- Park and Ride lot planning and how to integrate it with the City's General Plan update process.
- How to encourage design of development that complements the use of transit, bicycling, walking, and car/vanpooling.
- How to ensure Rio Vista's transportation issues will be included in the countywide Welfare to Work Transportation planning effort.

Staff has been collecting data to provide to Rio Vista on some of these issues while steps have been already completed to address other issues.

Outreach opportunities to pursue:

- With Rio Vista's on-going growth, ideas for how to better outreach to new residents were discussed. Of particular interest is outreaching to the new large developments some of which are senior communities and have significant non-commute transportation issues. One strategy for addressing this was arranging for staff to present SCI's program to the Rio Vista Chamber of Commerce Board. This, in turn, led to a Chamber office transit schedule and rideshare display as well as new resident outreach by the Chamber to be more inclusive of SCI information. Further presentations are expected in Rio Vista including to a large development community association.
- Changes to Rio Vista Transit and coordinating publicity of this with SCI were discussed. Direct mail options through city utility bills were limited due to the postcard-like format of the mailings. The City is open to other similar joint mailings.
- Participating in more public meetings in Rio Vista to increase awareness (ie. Hwy 12) and updating materials at City Hall for employees and the public's benefit. Staff has participated in a couple meetings since January. City Hall transit and rideshare materials have been added to and updated.
- SCI information placement in Rio Vista area telephone directory recommending modification based on Chamber feedback. Staff will follow up with this on the next update of the telephone directory.
- The SCI program has been added as a direct link from Rio Vista website. The City may use some of SCI's transportation icons and other materials to make the website easier to use.
- The City would like staff to participate in celebrations related to Rio Vista transportation improvements.

ATTACHMENT 2

City Outreach Program
Dixon Issues

Planning Issues:

- Rt. 30 transit service improvements particularly for connections to Sacramento. If/when modifications are considered, a contact to a contingency of interested potential riders was provided.
- Consideration of alternative transportation friendly design and/or park and ride facility for new large residential developments planned near freeway. Staff to follow up with sample design criteria, city ordinances, and/or conditions of approval.

Outreach Opportunities to Pursue:

- Staff informed of Fall 2001 scheduled completion of Downtown Multimodal Transportation Center. Staff offered to request inclusion of this in both the Bay Area and Sacramento park and ride maps currently in the process of being updated. Staff has forwarded necessary information to RIDES and SACOG who are producing these maps respectively and will include Dixon's second park and ride map.
- City suggestion to increase visibility of Rt. 30 to senior community. Liaison with City's Senior Center by possibly using their displays and newsletter. Staff visited the Senior Center, introduced self to staff, provided a sample of transit and other materials available for distribution through senior center, reviewed display areas for possible display of Solanolinks map, verified Senior Center had current bus schedules, and picked up various newsletters for possible outreach. Forwarded Solanolinks wall map and Solanolinks brochures.
- City suggestion to increase outreach to new residents and businesses by more direct liaison with Dixon Chamber of Commerce. Provided key staff contact. Suggested coordinating with their office staff, newcomers' program, directory, and newsletter. Staff visited Chamber office, introduced SCI services, pulled outdated transit schedules and mailed current schedules for office display, and collected materials that may be avenues for future outreach.
- City has greater awareness of SCI's services available to employers relocating to Dixon and how introducing SCI's services may make the move easier for the employer.
- Ensure visibility of alternative transportation options in City Hall display area. Staff verified materials in public area were current and sent Solanolinks wall map and brochures for display.
- Suggest using two Dixon newspapers, not just one, distributed to the public.
- To outreach through events in Dixon, Staff should consider participating in the annual one-day Lambtown event in July and, in the future, Dixon's May Fair Parade and/or display at the Fair. Staff requested and received Lambtown booth registration information and is reviewing staff availability to staff a booth at this all-day Saturday event.

ATTACHMENT 3

General Marketing Program Highlights

These activities occur in both Solano and Napa counties. Activities for major marketing campaigns (California Bike to Work Week and California Rideshare Week) are not included in this list. Although there is some overlap, many materials are produced and activities performed specifically for the campaigns that are not identified below.

- Events: Staff an information booth at Farmers' Markets and other community events.
- Special Events: Transportation facility and service celebrations (e.g. new Vallejo Ferry, new Park and Ride lot, Transportation Center openings,etc)
- Create public and event displays
- Community speaking engagements
- Design and distribution of promotional items to public and partner agencies
- Cross promotions with other agencies and private sector (e.g. Capitol Corridor, BAAQMD & YSAQMD/Spare the Air, Solano/Napa Environmental Public Education Group, etc)
- Vallejo fairgrounds electronic billboard messages
- Caltrans highway rideshare sign monitoring and follow-up
- Vanpool vehicle signs
- Newspaper ads, inserts and article support
- Community newsletter and magazine ads and articles
- Radio PSAs, ads and article support
- TV PSAs and interviews
- Press releases
- Update/print Commuter Guide every 12-18 months. On-going distribution
- Update/print Bike Commuting by Transit every 6 months. On-going distribution
- Update/print new resident mailers every 6 months; monthly mailing
- Design/print matchlist paper, envelopes, matchlist inserts, and transit wraps that include cross-promotion of modes
- Research/design/print What's New in Bicycling annually.
- Research/design/print What's New in Transportation annually.
- Primary distributor of Solanolinks brochures and wall maps which feature SCI 800 telephone number
- Primary distributor of Bikelinks map which features SCI 800 telephone number
- Create and implement direct mail campaigns
- Create (and re-supply) personalized transit/rideshare/bike display racks for organizations' clients
- Supply organizations with materials in quantity (e.g. real estate agencies, social service agencies, senior centers, City Hall at the Mall, etc.)
- SCI website maintenance, enhancements, and links
- Telephone directory editing of blue public transportation page and yellow page ads in all Pacific Bell and some other telephone directories in Solano and Napa counties
- Review of other agencies' documents for a wide variety of other documents for accuracy of transportation information and inclusion of SCI (e.g. MTC's Getting There on Transit brochure, MTC-produced Welfare to Work Solano Resource Guide, local transit schedules, chamber directories, etc.)

Agenda Item X.B
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Elizabeth Richards, Program Director
RE: Welfare To Work Transit Study

Background:
Last fall, Solano's Welfare to Work effort began the planning process to evaluate the transit needs of SolanoWORKS clients. This planning process and resulting Transit Study are needed as eligibility criteria for some potential funding sources. Nelson/Nygaard, on contract with the Metropolitan Transportation Commission (MTC), is facilitating the process. STA's SCI program staff is providing administrative and technical support and coordinating with the County's Health and Social Services Department.

In December, the effort was kicked off with the first meeting of the SolanoWORKS Transportation Advisory Committee meeting. This is the group that has been guiding the consultants' work. Since that time, the consultants have been collecting data in a variety of ways. Recently, the second meeting of the Advisory Committee met to review the findings as a result of the data collection and to prioritize the transit gaps identified through this process.

Discussion:
Since the beginning of the year, Nelson/Nygaard has been collecting information to compile the first Technical Memo titled Memo Solano County Welfare to Work Transportation Plan: Technical Memorandum #1, Resources, Gaps & Barriers. This memo outlines the transportation resources currently available in Solano County and presents a profile of Solano County's CalWORKs participants. It highlights findings from relevant studies of transportation issues in Solano and summaries the key findings from a series of one-on-one interviews and focus groups with welfare to work stakeholders. Finally, it outlines the conclusions about transportation gaps in the Solano County. The report will be included in the Board's folder at the Board meeting.

On May 31, the Resources, Gaps, & Barriers Technical Memo was presented to the full Welfare to Work Transportation Advisory Committee. This meeting was well attended by over 30 individuals who represented a cross-section of stakeholders: social service agency staff, employers, transit providers, and policy makers. The findings were discussed along with the prioritization of transit gaps that had been identified. By the end of the meeting, the participants prioritized the transportation gaps and barriers as they relate to Welfare to Work clients; (these priorities are on Attachment 1). For the next SolanoWORKS Transportation Advisory Committee meeting, the consultants will develop possible responses to the higher priority

barriers and gaps. These will be reviewed with the Committee in mid-August. The process is expected to be completed with a final Committee meeting to review program implementation steps in the fall.

The Resources, Gaps, & Barriers Technical Memo is being provided to the Transit Subcommittee and Paratransit Advisory Committee for information.

Recommendation:
Informational

Attachment

ATTACHMENT

SolanoWORKS
Transportation Gaps and Barriers

Ranking Points	Issue
	Lack of late night and owl service for swing shifts and graveyard shifts.
16	Childcare transportation
14	Lack of transit service to major employment centers: Benicia Industrial Park
9	Lack of transportation to/from Rio Vista
8	Lack of coordination in service hours between regional routes and local routes
7	Need for a coordinated and simplified fare system between transit operators.
6	Lack of transit service to Solano Industrial Park (Fairfield)
6	Lack of weekend service
6	Inadequate service frequencies during morning and evening peak periods.
5	Inadequate intercity public transit service to/from Dixon.

The following items received 0-3 ranking points.

* Lack of transit service to Vacaville Industrial Park
* Local Vacaville Service

* Lack of transportation between Solano County and Novato
* Lack of transportation to out of county training programs

* Long travel times and multiple transfers required from regional origins to Fairfield employment sites and government services.

* Need for financial assistance for vehicle repairs.
* Lack of knowledge about resources available for trip planning assistance.

Agenda Item X.C
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Unmet Transit Needs Status

Background:

On May 8, 2001, the STA received a letter from MTC regarding Solano County's unmet transit needs status (see attached). As stated in the letter, Solano County was granted a reprieve on five of six potential unmet needs by referring them to planning activities scheduled for completion by June 30, 2001. A matrix of these unmet needs issues is also in the attachment. (The one issue involving Benicia Transit late evening service has been resolved). Four of the remaining potential needs were to be addressed in a draft of the Transit Element of the Solano County Comprehensive Transportation Plan (SCCTP) by June 30, 2001. The fifth one was scheduled for evaluation in a draft of Vacaville's short-range transit plan (SRTP) by May 2001. Neither the Transit Element draft nor Vacaville's draft SRTP will be completed by the initial schedule. Therefore, until these issues are evaluated satisfactorily in the above-referenced planning efforts, MTC will withhold the TDA allocations for streets and roads in future claims. The Solano County TDA claim, which was sent to MTC on April 25, 2001, has fallen into this category.

Because the Transit Element of the SCCTP may not be completed for approximately three months, the STA has asked Wilbur Smith and Associates to do a draft early response to the unmet needs issues. This consultant analysis is targeted to be reviewed at the June meeting of the SolanoLinks Consortium and then forwarded to the STA Board for action.

Recommendation:

Informational

Attachment

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel.: 510.464.7700
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Web site: www.mtc.ca.gov

MAR 8

May 4, 2001

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Cities of Contra Costa County

Steve Kinsey, Vice Chair
Marin County and Cities

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Executive Director

Ann Flemer
Deputy Director/Operations

Therese W. McMillan
Deputy Director/Policy

Mr. Daryl K. Halls
Solano Transportation Authority
333 Sunset Avenue
Suite 200
Suisun City, CA 94585

Re: FY 2000-01 Unmet Transit Needs Issues and FY 2001-02 Unmet Transit Needs Process

Dear Mr. Halls:

As you know, the schedule provided by the Solano Transportation Authority regarding the planning responses to the identified FY 2000-01 unmet transit needs issues in Solano County (see attached) indicates that of the six issues four will be addressed in the countywide transportation plan and one in Vacaville's SRTP update (the sixth issue pertaining to Benicia has been addressed as the result of service changes). The schedule shows the draft countywide plan available on "6/30/01," and the draft Vacaville SRTP available in "5/01."

It is my understanding from discussions with your staff that the countywide transportation plan may be delayed. If this is the case, it poses a problem regarding the development of any recommendation MTC staff might make to the Programming and Allocations Committee (PAC) concerning closure to the FY 2001-02 unmet transit needs process.

In September of last year, based on MTC staff recommendation, a finding was made that there were no FY 2000-01 unmet transit needs, which allowed TDA allocations to be made in Solano County for streets and roads purposes. The recommendation included the statement that relative to the schedule for MTC's unmet transit needs process, the schedule provided by the Authority for completing the required planning activities would make the planning responses to the unmet transit needs issues delinquent. However, the statement goes on to recommend that that the countywide transportation plan appeared to represent the most reasonable means of addressing the six identified issues and on this basis the finding was warranted that there were no unmet transit need (see attached PAC materials).

The Authority's responses to the FY 2001-02 preliminary unmet transit needs issues, as included on the Authority's February 2001 agenda, would on their face suggest that MTC staff could support a recommendation to PAC that there are no FY 2001-02 issues which require further planning study, and that a finding would be warranted that there are no FY 2001-02 unmet transit needs in Solano County. However, at this time, such a recommendation would be frustrated if in fact there is a delay in completing the

study of the four FY 2000-01 issues as part of the development of the Solano countywide transportation plan.

On May 3rd I received an FY 2001-02 request from the County of Solano for the allocation of TDA funds for streets and roads purposes. Were sufficient planning responses to the identified FY 2000-01 unmet transit needs issues received by the "6/30/01" date shown on the schedule for completion of the draft countywide transportation plan, it would be possible to take action on the County's allocation request in July of this year. Should, however, there be a delay in receiving the planning responses, a commensurate delay would result in action on the County's request, or on any subsequent requests for the allocation of TDA funds for streets and roads purposes from other Solano County jurisdictions. Likewise, should the planning responses in the countywide transportation plan be insufficient, a delay would result in acting on any requests for the allocation of TDA funds for streets and roads purposes until such time as the insufficiency is remedied.

At your earliest convenience, please provide me with information as to any changes from the timeline for completion of the draft countywide transportation plan as indicated on the schedule originally provided. Additionally, please confirm for me that the City of Vacaville will complete the draft of its SRTP update by the end of May of this year, and that the unmet transit needs issue regarding the City Coach route 4 schedule will be addressed in the SRTP.

Should you or your staff have any questions, I can be telephoned at 510.44.7758.

Respectfully,

Alan Eliot

Alan Eliot
Programming and Allocations

Attachments
file: UTN_Sol_L_Halls_5/01.doc

Agenda Item X.D
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: 2002 ITIP/RTIP Status

Background:

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

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

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

The current draft fund estimate for Solano County's 2002 RTIP is $37 million. Based on the May Revise, it is highly likely the CTC's revised fund estimate for the 2002 STIP statewide will be reduced, but the decrease in Solano County's 2002 RTIP is uncertain at this time. Staff will be attending the California Transportation Commission (CTC) meeting in San Jose this week where a revised STIP fund estimate is scheduled to be released.

The tentative 2002 STIP/ITIP schedule is as follows:

Milestone	Date
Draft 2002 Fund Estimate submitted to the California Transportation Commission (CTC)	June 2001

CTC adopts the 2002 Fund Estimate	July 2001
Draft ITIP proposal completed	September 2001
Final ITIP and RTIP submittals due to the CTC	December 15, 2001
CTC staff recommendations on the 2002 STIP candidates	March 12, 2002
CTC adopts the 2002 STIP	April 1, 2002

Discussion:

Currently, staff is working with various project sponsors to determine the level of 2002 RTIP funding needed in Solano County for each project. Staff has been focusing its efforts on four priority projects with the following funding ranges:

1. The I-80/680 Interchange (see agenda item VI.E for proposed funding strategy)
   - $10 to $15 million

2. Jepson Parkway
   - $5 to $10 million

3. Vallejo Intermodal Station (project presentation to be provided at June Board meeting)
   - $2.5 to $5 million

4. Capitol Corridor Rail
   - $2.25 to $5 million

The STA Board has already committed $2.25 million in 2002 RTIP funding for the Capitol Corridor Rail ($.25 million for design for all three stations and $2 million for the priority station). Staff is proposing some 2002 RTIP funds (a total of $320 k over two years) be swapped with STP funds to provide the STA with more project support resources and enable the STA to augment the countywide travel model to support the CTP and various project delivery schedules (see agenda item VII.C.).

On May 30th, the TAC discussed the forthcoming RTIP and recommended the following two project priorities be included for consideration

5. Local road projects rehabilitation projects

   - $1 to $2 million
   -

6. Highway 80/505 Weave Correction Project

   - 0 to $ 1 million

With these additions, the TAC unanimously recommended this list of six project priorities be considered and evaluated for 2002 RTIP funding. With the previous Board action in support of funding for Capitol Corridor Rail ($2.25), an estimated $34.75 million remains for programming by the STA in July. As indicated before, this estimate will be subject to potential revision by the CTC this week.

Recommendation:

Informational

Agenda Item X.E
June 13, 2001

STA
Solano Transportation Authority

DATE: June 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Solano Comprehensive Transportation Plan Update

Discussion:

Efforts are underway to complete all of the major elements of the Comprehensive Transportation Plan by February 2002 with final approval by the STA Board expected by April 2002. Although the CTP will primarily be a policy document on roads, transit and alternative modes, a number of more detailed strategies and implementation measures will be addressed in the I-80/680/780 Corridor Study that will be completed later in 2002. The following is a brief summary of the activities of each of the committees and attached are current work programs from each committee.

Arterials, Freeways and Highways
Fehr and Peers has completed a report on existing HOV counts on I-80, I-680, I-780 and Highway 12 and is in the process of completing an analysis of future HOV projections. The HOV analysis will be submitted to the STA TAC, and the three CTP subcommittees and STA Board during the next two months.

The next Arterials, Freeways and Highways Subcommittee meeting is scheduled for **July 9 at 10:00 a.m.** at Suisun City Hall to review the HOV Demand Analysis and discuss Tier 2 analyses of the I-680/80 interchange.

Transit Element

On June 6, Peter Martin of Wilbur Smith and Associates made a presentation to the Transit Subcommittee on their evaluation of the three proposed Capitol Corridor rail stations. The subcommittee approved a recommendation on the selection of the next rail station to the STA Board. The next Transit Element Subcommittee is scheduled for **August 1, 2001 at 9:00 a.m.** in Suisun City Hall. The main topic at the meeting will be the review of the HOV Demand Analysis, the existing conditions report prepared for the Transit Element, and the Transit Needs Analysis prepared for the Welfare to Work Program.

Alternative Modes

With the approval of the new Countywide Bicycle Plan and initiation of a new Countywide Trails Plan, the Alternative Modes Subcommittee is now focusing efforts on ridesharing,

TLC issues, HOV lanes, alternative fuel infrastructure and park and ride lots. Presentations were made on various TLC projects underway or planned in three jurisdictions (Dixon, Rio Vista and Suisun City) at the last meeting of the Alternative Modes Subcommittee meeting held on April 18, 2001. The next meeting is scheduled for **July 18, 2001 at 3:30 p.m.** in Suisun City Hall. At that meeting, additional presentations on local TLC programs from other STA member jurisdictions will be made. The subcommittee will also be reviewing the HOV projections.

Recommendation:

Informational

Attachments

STA Subcommittee on
Arterials, Highways and Freeways
Revised Schedule for 2001 and 2002

June 2001

- Interim Funding Strategy for I-80/680 Interchange – John Harris, Dale Dennis, Bob Grandy
- Countywide Traffic Model Projections – Dan Christians

July 2001

- Review HOV Projections - Ron Milam
- Review Analysis of Tier 2 Alternatives for I-80/680 Interchange – Korve Engineering
- Develop Policy Element for Arterials, Freeways and Highways – Ron Milam

September 2001

- Review Pavement Management System (Condition of Existing Roadways) Dan Christians
- Develop "What if" Alternative Scenarios – Fehr and Peers, and Grandy and Associates, Transportation Consultants

October 2001

- Proposed Major Arterials, Highways and Freeway Solutions Evaluation – Staff and Ron Milam
- Funding and Implementation Plan - Ron Milam

December 2001

- Review and Provide Input on Draft Arterials, Highways and Freeway Element of the Comprehensive Transportation Plan –2000-2020 – Staff and Transportation Consultant

February 2002

- Finalize Arterials, Highways and Freeway Element of the Comprehensive Transportation Plan –2001-2020 – Staff and Transportation Consultant

March 2002 to September 2002

- Complete I-80/680/780 MIS Corridor Study

5/31/01

STA Subcommittee on
Transit
(Buses, Rail and Ferries)
Revised Schedule for 2001 and 2002

June 2001

- Complete Rail Station Evaluation – Peter Martin, Wilbur Smith Associates

August 2001

- Review Existing Conditions Overview – Peter Martin
- Review Transit Needs Analysis for Welfare to Work Program – Elizabeth Richards
- Review Long Term HOV projections and proposed HOV system – Ron Milam, Fehr and Peers

September 2001

- Complete long term Ridesharing Plan – Peter Martin and Elizabeth Richards
- Prepare evaluation of existing and projected demand for additional park and ride spaces – Peter Martin

October 2001

- Prepare proposed Ferry, Rail and Bus System– Peter Martin
- Preliminary Transit Element evaluation of proposed short and long term transit services, costs, funding strategy and implementation schedule including fixed routes, express bus services, transit hubs, rail, ferry and paratransit – Peter Martin
- Hold Public Workshop on Transit Element – Staff

December 2001

- Review and Provide Input on Draft Transit Element of the Comprehensive Transportation Plan – Staff and Wilbur Smith Associates

February 2002

- Finalize and subcommittee approves Transit Element of the Comprehensive Transportation Plan – Staff and Transportation Consultant

February 2002 to September 2002

- Develop Transitway Plan for I-80/680/780 MIS Corridor Study

6/1/01

STA Subcommittee on
Alternative Modes
Updated Work Program for 2001

April 2001

- Presentations on current and planned TLC Projects in Solano County – Cities of Dixon, Rio Vista, Suisun City and STA

July 2001

- Additional Presentations on TLC Projects in Solano County – Member Agencies
- Travel Demand Analysis for HOV Lanes – Fehr and Peers Associates
- Initiation of Countywide Trails Plan – Harry Englebright, Dan Christians
- SCI Ridesharing Program – Peter Martin, Elizabeth Richards

September 2001

- Alternative Fuels Infrastructure Paper – Alta Consultants
- First Phase of Countywide Trails Plan – Harry Englebright and Consultants

November 2001

- Preliminary Draft Alternative Modes Section of the Comprehensive Transportation Plan – Alta Consultants

January 2002

- Final Draft of Alternative Modes Section of the Comprehensive Transportation Plan – Alta Consultants

4/12/01

Agenda Item X.F
June 13, 2001

STA
Solano Transportation Authority

DATE: June 6, 2001
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: 2001 Solano Congestion Management Program Update

Background:

Every two years the STA updates the Solano Congestion Management Program (CMP). The purpose of the CMP in the Metropolitan Planning Process is to:

- Identify specific near term projects to implement the longer range vision established in a countywide plan.
- Address transportation investment priorities of the multiple jurisdictions in a countywide context.
- Establish a link between local land use decision-making and the transportation planning process.
- Provide a building block for the federally required Congestion Management System.

The CMP statutes establish requirements for local jurisdictions to receive certain gas tax subvention funds, estimated to be $33 million in the last 10 years. Additionally, CMP's play a role in the development of funding through project consistency in the Regional Transportation Plan (RTP), State Transportation Improvement Plan (STIP), and the Regional Transportation Improvement Plan (RTIP).

Discussion:

Staff requested that TAC members review and revise the LOS calculation for all intersections, highways, and freeways segments within their respective jurisdictions from 1999 CMP "Inventory of Solano County Congestion Management System" appendix. Staff has also requested the SolanoLinks Consortium members update transit program information from the Performance Element Section of the CMP. The TAC and Consortium are expected to submit the requested information to the STA on June 15, 2001.

Staff will continue to revise 1999 statistical information throughout the document, update the Capital Improvement Program, and replace the 1999 Solano County Traffic Model with the 2001 version. It is staff's intent to submit a draft 2001 CMP to MTC by July 31, 2001 and submit a final 2001 CMP to the STA Board for approval by October 1, 2001.

Recommendation:

Informational

Agenda Item X.G
June 13, 2001

STA
Solano Transportation Authority

DATE: June 7, 2001
TO: STA Board
FROM: Jennifer Tongson, Projects Intern
RE: Highway Status Matrix

Discussion:

Attached is an updated listing of Highway Projects for Solano County. Please contact Jennifer Tongson or John Harris with any questions.

Recommendation:

Informational

Attachment

SOLANO HIGHWAY PROJECTS

Status Report, June 2001

		FUNDING			PROJECT STATUS		
	Projects	**Projected Cost**	**% Funded**	**Fund Sources**	**Status**	**Begin Construction**	**Projected Completion**
1	Benicia/ Martinez Bridge	$545 M	100%	Bridge Tolls	Eight contracts. Next main span contract bid opening 5/17. Bridge opening fall 2004.	Summer 1999	2004
2	Carquinez Replacement Bridge	$355 M (construction only)	100%	Bridge Tolls	Under Construction; project on schedule. 25% complete. Bridge opening fall 2003.	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. Project is under construction.	Nov-00	Spring 2002
	Highway 37 (Phase II)	$50.25 M	100%	STIP	Phase II will construct a four-lane freeway from the Napa River Bridge to Enterprise Street. Most of this phase will be constructed on the existing alignment.PS&E* is 100% complete, R/W certification pending, BCDC permit pending.	Feb-02	Jul-04
	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. Phase III is at 80% PS&E.	Feb-03	Dec-05
4	Jepson Parkway	$75 M	66%	TEA-21; STIP; Local	Concept Plan completed; environmental review initiated; NEPA-404 process underway; 10 segments.	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). $11 M was programmed in 2000 ITIP to ensure completion of auxiliary lanes.	2002	2003
6	I-80 / I-680 (Interchange Project)	$400 M (10-year-old estimate)	TBD	STIP; TCRP; ITIP	$13 M in Governor's budget for interchange (flexible); I-80 corridor study process in place; $4 million in STIP reserve. MIS** started Jan-01 and is scheduled to be finished Sept-02.	Phase 2 - TBD	Phase 2 - TBD
7	I-80 (Vacaville to Dixon)	$43 M (construction only)	TBD	STIP; ITIP	Environmental funded at $3 M. PS&E (design) funded for $5 M. 10.5-mile stretch to be widened from 6 to 8 lanes.	PA&ED*** Summer 2002	TBD
8	Highway 12 MIS (I-80 to Rio Vista)	TBD	TBD	TBD	MIS initiated and in progress.	Jul-00	Jun-01
9	Highway 12 Widening (Napa-29 to I-80)	$104 M	$7 M	TCRP	The environmental document will be EIS/R. Environmental process started. TCRP application submitted for $4.1 M for support. A joint meeting is scheduled for June-01.	PA&ED July 2005	Spring 2012
10	Red Top Slide (I-80)	$8 M	100%	SHOPP	State-of-the-art drainage shaft project. PS&E 100% complete. Design Sequencing Project.	Fall 2001	Summer 2003
11	I-80/505 Weave Correction	$2-3 M	TBD	SHOPP or RTIP	PSR**** in progress (Target Aug-2001).	PSR - 8/01	TBD

* PS&E: Plans, Specifications, and Estimates

** MIS: Major Investment Study

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

**** PSR: Project Study Report