



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

MEETING NOTICE

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

July 11, 2001

**STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA
5:00 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 Coglianesse, 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 Spring. – 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. SPECIAL PRESENTATION** Daryl Halls
PROCLAMATION TO JOHN HARRIS
(6:15 – 6:20 p.m.)
- VII. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC**
(6:20-6:25 p.m.)
- VIII. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion (Note: Items under consent calendar may be removed for separate discussion) (6:25-6:30 p.m.) – Pg 9
- A. Approve STA Board Minutes of June 13, 2001** – Pg 11 Stacy Medley
Recommendation: Approve minutes of June 13, 2001
- B. Approve Draft STA TAC Minutes for June 27, 2001** Kim Cassidy
Informational– Pg 21
- C. Review Funding Opportunities** Robert Guerrero
Informational – Pg 27
- D. STA Meeting Schedule (July-Sept. 2001)** Kim Cassidy
Informational – Pg 31
- E. Abandoned Vehicle Abatement (AVA) 3rd Quarter Report** Janice Sells
Recommendation: Informational– Pg 33

- F. Legislative Report** Janice Sells
Recommendation: *Informational*– Pg 35
- G. Bicycle Advisory Committee Appointment** Dan Christians
Recommendation: *Appoint J.B. Davis as the City of Benecia's citizen representative to the Solano Bicycle Advisory Committee for a three-year term ending December 2004* - Pg 41
- H. Countywide Trails Plan RFP** Dan Christians
Recommendation: *Authorize the Executive Director to release a Request for Proposal (RFP) and authorize a selection committee to interview and recommend a consultant to prepare a Countywide Trails Plan* - Pg 43
- I. Project Management/Funding Consultant Assistance** Daryl Halls
Recommendation: *Authorize Executive Director to enter into a consultant contract with the PDM Group for Project Management/Funding Consultant services for an amount not to exceed \$27,000 for a three month period beginning on July 9, 2001*– Pg 47
- J. Cordelia Truck Scales Traffic Data** Dan Christians
Recommendation: *Approve the methodology and projections contained in the report entitled "Truck Scale Data Collection Cordelia Inspection Facility: dated June 13, 2001 prepared for the I-80/680/SR 12 Corridor Study*
Pg 51
- K. Unmet Transit Needs** John Harris
Recommendation: *Approve the analysis from the STA's transit consultant as a formal response to the four potential unmet transit needs as identified by MTC*– Pg 65
- L. Draft Bay Area 2001 Ozone Attainment Plan** Robert Guerrero
Recommendation: *Authorize STA chair to sign a letter of support for the draft 2001 Bay Area Ozone Attainment Plan*– Pg 69

IX. FINANCIAL ITEMS

- A. Jepson Parkway Project Status Report - Screening Alternatives, Contract Amendments with Jones and Stokes, Mark Thomas Associates and Preliminary Funding Levels for 2002 STIP** Dan Christians

Recommendation: 1.) Approve the Alternatives Screening Report, 2.) Authorize the Executive Director to execute contract amendments with Jones & Stokes and Mark Thomas & Company pending allocation of RTIP funds, and 3.) Accept preliminary funding levels for 2002 RTIP funds for Jepson Parkway Project
(6:30-6:40 p.m.) – Pg 73

B. 2002 RTIP Program

Daryl Halls

Recommendation: Approve Solano County's 2002 RTIP Program allocations
(6:40-6:45 p.m.) – Pg 97

C. STA Annual Awards Program 2001

Marci Coglianese

Recommendation: Set date and approve budget allocation for STA's 2001 awards program (6:45-6:50 p.m.) – Pg 103

X. NON-FINANCIAL ITEMS

A. Highway 12 MIS Study

Dan Christians

Recommendation: Approve the draft "Highway 12 Major Investment Study" and attached supplement dated July 2001
(6:50-6:55 p.m.) – Pg 105

B. Ridesharing Incentives

Elizabeth Richards

Recommendation: Authorize staff to develop incentive programs for employer vanpools and bicycles as specified
(6:55-7:05 p.m.) – Pg 117

C. Draft 2001 CMP

Robert Guerrero

Recommendation: Approve and forward the draft 2001 Congestion Management Program to MTC
(7:05-7:10 p.m.) – Pg 131

XI. INFORMATION ITEMS

(Discussion Necessary)

A. Rideshare Week and Bike to Work Week Program

Elizabeth Richards

Informational (7:10-7:15 p.m.) – Pg 133

B. I-80/680 Interchange Project Status Report

Dale Dennis

Informational (7:15-7:20 p.m.) – Pg 139

C. Project Monitoring (Federal Cycle 1)

Jennifer Tongson

Informational (7:20-7:25 p.m.) – Pg 141

(No Discussion Necessary)

D. Road Allocation Formula
Informational - Pg 145

John Harris

E. TDA Interest Reallocation
Informational - Pg 151

John Harris

XI. BOARD MEMBER COMMENTS

XII. ADJOURNMENT – Next Meeting: September 12, 2001 at 6:00 p.m., at Suisun City Hall.



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

INTER DEPARTMENT MEMORANDUM

Members: DATE: July 6, 2001
 TO: STA Board Members
Benicia FROM: Daryl Halls, Executive Director
Dixon SUBJECT: Addendum to STA Board meeting of July 11, 2001
Fairfield
Rio Vista

Solano County
Suisun City
Vacaville
Vallejo

Attached are two supplemental staff reports to be added to the STA Board meeting of July 11, 2001. Both items are consultant contracts.

Agenda item VIII.M. recommends extending the contract for six months for the Project Development Management Group (Dale Dennis). PDMG is the project management consultant for the I-80/680 Interchange and the I-80/680/780 Corridor Study.

Agenda item VIII.N. recommends entering into a consultant contract with Nancy Whelan Consulting. Nancy is one of the subconsultants to Wilbur Smith Associates, the STA's consultant for the Transit Element of the Comprehensive Transportation Plan. Her expertise is in the transit funding and applications. This addition will provide the STA with the necessary consultant support needed until the Deputy Director for Project position is filled.

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



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Members:

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

MEETING NOTICE
AGENDA ADDENDUM

July 11, 2001

STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA
5:00 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.**

**The following items are added to the agenda for the
July 11, 2001 meeting.**

VIII. CONSENT CALENDAR

*Recommendation: Approve the following consent items
in one motion (Note: Items under consent calendar may
be removed for separate discussion) (6:25-6:30 p.m.)*

- M. Extension of Project Consultant Contract**
*Recommendation: Authorize the Executive
Director to enter into a contract amendment
with The Project Management Delivery Group
for \$60,000 of additional TCRP funds
(\$120,000 total) to continue providing project
management services for the I-80/680/780
MIS/Corridor Study based on the original
scope, terms and fee schedule in the March 1,
2001 contract – Pg. 1*

Dan Christians

N. Transit Funding and Program Consultant Assistance

Daryl Halls

Recommendation: Authorize Executive Director to enter into a consultant contract with the Nancy Whelan Consulting for transit funding and management consultant services for an amount not to exceed \$10,000 for a three month period beginning on July 9, 2001 - Pg. 5



DATE: July 6, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Extension of Project Consultant Contract

History:

As part of the 2000-01 State Budget, \$1 million of TCRP funds was approved for an I-80/680/780 MIS/Corridor Study. STA is currently working with Caltrans to supplement this amount by an additional \$0.5 million from the remaining \$12 million of TCRP funds approved for the STA for the I-80/680 project. Consultant contracts in the amount of \$60,000 for The Project Delivery Management Group for project management services and \$900,000 with Korve Engineering were previously authorized by the STA Board on January 10, 2001.

The Project Delivery Management Group, consisting of Dale Dennis and Bob Grandy, has been very instrumental in facilitating critical meetings and coordinating this very complicated process involving the STA, Caltrans, FHWA, MTC and Korve Engineering. It is expected that by the end of July the initial \$60,000 of fees will be expended for this first phase of the corridor project management services. This current contract runs until March 1, 2002.

Discussion:

It is proposed that an additional \$60,000 contract amendment (total of \$120,000) be approved with The Project Management Delivery Group. This contract amendment will allow the STA to keep making substantial progress on the next phase of the corridor study, which will include the completion of the Phase 1 work and the commencement of the next phase of the study. Attached is the scope of work for the current contract with The Project Management Delivery Group. Staff only proposes to increase the amount of funding. The scope, term, fee schedule and all requirements of the original contract dated March 1, 2001 are not proposed to be changed at this time.

Fiscal Impact:

The funding for this contract amendment is contained in the 2001-02 STA Budget that provides for \$500,000 of budget authority for 2001-02 to complete the corridor study. Funding will be provided from current and supplemental requests from the state's Traffic Congestion Relief Program (TCRP) and there will be no cost to the STA General Fund.

Recommendation: Authorize the Executive Director to enter into a contract amendment with The Project Management Delivery Group for \$60,000 of additional TCRP funds (\$120,000 total) to continue providing project management services for the I-80/680/780 MIS/Corridor Study based on the original scope, terms and fee schedule in the March 1, 2001 contract.

Attachment



DATE: July 6, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Transit Funding and Program Consultant Assistance

Background:

On January 10, 2001, the STA Board approved authorizing the Executive Director to enter into an agreement with a project manager consultant to coordinate and facilitate the related I-80/680/780 Corridor Study project. Dale Dennis of Project Development Management Group was retained for this task.

Discussion:

This item is a supplemental to agenda item VIII.I that recommends retaining a consultant to manage the project delivery and project funding components of the position. To fill the gap for transit funding and management of transit applications for the Deputy Director for Projects, I have contacted Nancy Whelan, one of the sub-consultants for Wilbur Smith Associates, STA's current transit consultant for the Comprehensive Transportation Plan. She has extensive expertise and experience in transit funding, grants and contracts, and is available to provide consultant services for up to 40 hours per month for a three-month time period.

Attached is a copy of her recommended job responsibilities (scope of work).

Fiscal Impact:

The estimated fiscal impact for the contract is \$10,000. This will be offset by an estimated \$37,000 in salary savings during this same period. The combined budget impact of both consultant contracts is estimated to equal the salary savings during the same timeframe.

Recommendation:

Authorize Executive Director to enter into a consultant contract with the Nancy Whelan Consulting for transit funding and program consultant services for an amount not to exceed \$10,000 for a three month period beginning July 16, 2001

Attachment

Exhibit A

Consultant Services for Transit Funding and Program Management

Scope of Work

Objective: The consultant will provide consultant service for transit funding and program management functions for the transit functions of the STA's Deputy Director for Projects position

Task 1 – Monitor the funding, applications, contracts and for various transit funding sources and consultant contracts as specified

- Prepare monthly staff reports for the STA Board, TAC and SolanoLinks Consortium
- Manage the STA's project monitoring program (transit only) transit local agencies
- Monitor various funding applications and contracts for a variety of funding sources: Including, STIP, STP, TDA, STA and CMAQ funds
- Work with the Executive Director to manage various project management consultant contract for priority projects
- Work with Executive Director and legal counsel to monitor funding applications, agreements and grants
- Monitor and assess the status of STA's current programming allocation for STIP, STP, CMAQ, TDA and STA funds
- Develop new contract and funding contracts such as the inter-agency MOU/agreement for pooled TDA and STA funds for inter-city transit, express bus program and Solano Paratransit
- Provide monthly status reports to the Executive Director on projects, funding, and project delivery

Task 2 – Represent the STA at various STA Board and TAC meetings as required

Task 3 – Development and Refinement of the STA's Management and Monitoring Program for transit funds and projects

- Work with STA's Executive Director and Deputy Director for Planning to assess, refine and develop the STA's management and monitoring program for transit funds and projects
- A final report assessing the STA's current program and outlining short-term and long-term recommendations for the program



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. **PERSONNEL MATTERS**
 - Public Employee Appointment (specify title): _____.
 - Public Employment (describe position to be filled): _____.
 - Public Employee Performance Evaluation (specify position/title of employee being reviewed):
Annual Evaluations: Executive Director, Daryl Halls
 - Public Employee Discipline/Dismissal/Release.
6. **CONFERENCE WITH LABOR NEGOTIATOR**

Agency negotiator (specify name): Marci Coglianese, Dan Donohue, John Silva, Jim Spring
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: July 11, 2001

CLERK OF THE BOARD (signature)



MEMORANDUM

DATE: July 3, 2001
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – July 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.

* **FHWA, BT&H, and CTC Next Stop for I-80/I-680/SR 12 Project**

Last week, staff from the STA and Caltrans District IV and the project consultant team for the I-80/680/SR 12 Interchange project and the I-80/680/780 Corridor Study met with key Caltrans Headquarters project delivery and funding staff regarding the project alternatives, schedule, funding strategy and the potential for 2002 ITIP funds. The meeting helped bring headquarters staff up to speed on the project, but the agency is still reluctant to support 2002 ITIP for the project. Staff is in the process of meeting with agency staff from the Federal Highway Administration (FHWA), the Business, Transportation & Housing Agency, and the California Transportation Commission.

* **STA's 2002 RTIP Program and Revised Fund Estimate**

Attached is the proposed 2002 RTIP Program for Solano County. The program assumes the fund estimate for Solano County remains at \$33.5 million (the previous estimate was \$37 million).

* **Draft Highway 12 MIS under review by Caltrans**

The STA's Highway 12 MIS Subcommittee has completed this year long planning effort. A draft of the MIS document is attached for Board consideration. Various program sections within Caltrans District IV are currently reviewing the document and will provide a list of comments and requests for modification. It is anticipated the Highway 12 MIS Subcommittee will need to meet one more time to review Caltrans's final list of comments. A final version of the document will be returned to the Board after all issues raised by Caltrans are resolved. I want to thank the members of the Subcommittee, the project consultants (Korve Engineering) and Dan Christians from STA staff for their outstanding commitment to this project.

* **John Harris to Leave STA in July**

John Harris, Deputy Director for Projects, will be leaving the STA for a new position with the Transit Program for the City of Vallejo. John has served for the last 20 months in this capacity with key responsibilities for funding, project delivery, project monitoring and transit. He has done a wonderful job identifying and addressing priority transit issues, establishing the first phase of the STA's project management program, and tracking the range of funding sources that support the STA and its member agencies. He was a valuable asset and his expertise and professionalism will be missed. Attached is a proclamation recognizing his many contributions to the STA.

On the consent calendar, I have requested approval to expand the contract of one of our project consultants to provide extra staff expertise and support to assist in the interim period until a replacement can be found.

* **STA Lands TLC Grant for Jepson Parkway**

This month, staff learned MTC will be awarding the STA and Suisun City a \$500,000 Transportation for Livable Communities grant for the first phase of the Jepson Parkway Bicycle Project. I want to acknowledge the efforts of Dan Christians and the project consultant (Josh Abrams-Alta Consultants) that successfully prepared this application.

* **Jepson Parkway EIS Alternative and Project Costs**

The Jepson Parkway project is now prepared to enter the environmental impact study/report phase. A copy of the project alternatives prepared by the project environmental consultants (Mike Davis of Jones & Stokes) is attached for Board consideration. These project alternatives have been agreed to by the various NEPA 404 participating agencies. The project's engineering consultant (Mike Lohman of Mark Thomas Consultants) has prepared revised project cost estimates for each of the ten segments of the project. Based on these estimates, the aggregate cost of the project has increased from \$74 million (1997 estimate) to \$123 million (in 2001 dollars). Dan Christians' report identifies the variety of factors contributing to the project cost increase.

Attachment:

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

**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 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 adopted priority rail station on 6/13/01. CTP policies approved by Board. Fiscally constrained highway model presented to Board on 6/13/01. HOV counts completed and projection underdevelopment. Current conditions for transit, rail and ridesharing 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 four 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 lanes funded by Caltrans. STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects in early 2003. PDT formed to develop accelerated PSR for full interchange. Targeted for 2002 ITIP funds. Interim funding strategy approved by Board on 6/13/01. Staff in the process of meeting with Caltrans, CTC and FHWA. Multi-agency traffic meeting held on 6/11/01. Traffic calibrations for am completed and approved by Caltrans for use for project. 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 segment analysis.
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. Focus on September 30th
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 descriptions for Wash. D.C. trip completed. Completion of Website loading underway. STA's 2000
Vallejo Baylink Ferry Support and Operational Funds	*	*	*	-Pursuing Federal and State funds for Intermodal Center. 2001/02 federal appropriations request submitted. \$5 million in 2002 RTIP funds recommended.
TOTAL	\$2,031,000	\$145,435	\$0	
		\$2,176,435		

* No funds allotted at this time

Solano Transportation Authority
Acronyms List
Updated 7/3/01

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

SRITP	Short Range Intercity Transit Plan
SRTP	Short Range Transit Plan
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
TCI	Transit Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activity
TEA-21	Transportation Efficiency Act for the 21 st Century
<i>TDM</i>	Transportation Demand Management
<i>TFCA</i>	Transportation for Clean Air Funds
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
<i>TMTAC</i>	Transportation Management Technical Advisory Committee
TOS	Traffic Operation System
<i>TSM</i>	Transportation Systems Management
<i>VTA</i>	Valley Transit Authority
<i>W2Wk</i>	Welfare to Work
<i>WCCCTAC</i>	West Contra Costa County Transportation Advisory Committee
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



DATE: June 29, 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 June 13, 2001
- B. Approve Draft STA TAC Minutes for June 27, 2001
- C. Review Funding Opportunities
- D. STA Meeting Schedule (July – September 2001)
- E. Abandoned Vehicle Abatement (AVA) 3rd Quarter
- F. Legislative Report
- G. Bicycle Advisory Committee Appointment
- H. Countywide Trails Plan RFP
- I. Project Monitoring Contract
- J. Cordelia Truck Scales Traffic Data
- K. Unmet Transit Needs
- L. Draft Bay Area 2001 Ozone Attainment Plan



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
June 13, 2001

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 Coglianesse, Dan Donahue, John Silva and Jim Spring.

II. CALL TO ORDER - CONFIRM QUORUM

Chair Coglianesse noted the closed session was held and there was no report on action taken.

Chair Coglianesse called the regular meeting to order at 6:07 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Marci Coglianesse (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 Spring	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
	Janice Sells	STA-Program Manager/Analyst
	Stacy Medley	STA-Office Manager/Clerk of the Board
	Robert Guerrero	STA Planning Assistant
	Melinda Stewart	STA Council Attorney

ALSO

PRESENT:

Gian Aggarwal	City of Vacaville
Edith Aldenette	Benicia News.com
Pam Belchamber	City of Vallejo
Ernest Bradford	SC PCC
Jacqueline Bradford	Resident Guest
Robert Collison	Collison Engineering
Lenka Culik-Caro	Caltrans
Kevin Daughton	City of Fairfield
Dale Dennis	PDM
Mike Duncan	City of Suisun City
Ron Hurlbut	City of Fairfield
Bernice Kaylin	League of Women Voters
Peter Martin	Wilbur Smith Associates
Alan Nadritch	City of Benicia
Belle Orpilla	Senator Chesbro's Office
Dale Pfeiffer	City of Vacaville
Cynthia Rhode	Nolte Associates
Paul Wiese	Solano County
James Williams	Vacaville Resident
Katie Yim	Caltrans

III. APPROVAL OF AGENDA

Daryl Halls requested that due to necessary action to be taken on Item X.D "2002 ITIP/RTIP Status", the item be moved to a financial action item as Item IX.A.1.

On a motion by Member Lessler, and a second by Vice Chair Silva, the agenda was unanimously approved with the recommended change.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided information on the following items:

- I-80/680/SR 12 Local Traffic Management Meeting
- 2002 STIP (ITIP/RTIP) and California Transportation Commission Meeting in San Jose
- Solano County's Traffic Model Unveiling Planned
- Vallejo Intermodal Presentation
- Capitol Corridor Rail Station Prioritization
- STA's 2001/02 Budget
- State Budget Deliberations Swirl Around Capitol
- STA's Federal Advocacy Efforts

VI. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC

- A. **Special Presentation** – Vallejo Intermodal Station: Brent Ogden, Korve Engineering provided a presentation on the Vallejo Intermodal Station.

Member Donahue stated that the master development plan for Vallejo's waterfront supports this project.

- B. **Highway 12 SHOPP Status Report** – Katie Yim, Caltrans, provided a presentation on the Highway 12 SHOPP projects.

Chair Coglianese commented that there is work currently being done on Hwy 12 and her concern with Caltrans' failure to adequately notify the public of the minimal lane usage during construction. She requested that the proper agencies be notified before any future construction takes place.

VII. CONSENT AGENDA

Daryl Halls stated that Item J "Amendment to the Stipend Policy" should read \$100 per STA Board meeting and \$100 per eligible STA Committee meeting, for the STA Board members, not \$199 per month.

On a motion by Member Donahue, with a second by Member Lessler, the following consent items (Items A – D, F, H – J) were unanimously approved in one motion. Items E and G were pulled for separate discussion.

- 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 Caltrans Blanket Resolution**
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.
F. **EEM Funding Agreement with State of California and Transfer Agreement with the City of Vallejo for Solano Bikeway**
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.
G. **Proposed New Corridor Study for the City of Vacaville**
Recommendation: Forward City of Vacaville's request to study proposed new corridor to the STA Subcommittee on Arterials, Highways and Freeways.
H. **Revised Board Stipend Policy**
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 Board meeting, and 3.) Approve the revised list of eligible and non-eligible meeting as shown in Exhibit B.

I. STA Meeting Schedule (June – September 2001)

Two meetings dates noted on the schedule were corrected.

On a motion by Member Courville and second by Member Slade, item E was unanimously approved as amended.

J. Appointment of New PCC Members

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

Member Slade stated she was pleased with the addition of these two members and thanked them for taking time out of their busy schedules to serve on this committee.

On a motion by Member Slade, and a second by Vice Chair Silva, the STA Board unanimously approved the appointment of the two new members.

VIII. ACTION ITEMS: FINANCIAL

A. I-80/680 Update (TCRP Applications)

John Harris presented this item. He reintroduced Dale Dennis, the consultant for the project. Dale stated the project team and staff has been working on an interim funding strategy over the last few months. He briefed the Board on the types of funding the strategy recommends for each of the different phases of the project. He recommended that the Board support the current interim funding strategy.

Daryl Halls stated that this is strictly a funding strategy, not a final obligation of funds. He noted this item will come back next month for additional consideration of 2002 RTIP funds along with other projects.

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.

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

B. Highway 37 – Revised Project Cost Adjustment

John Harris presented this item. He stated that in March 2001 the STA Board approved the allocation of \$2 million of the \$4 million needed for a projected cost increase. He noted Caltrans Headquarters has reneged from their \$2 million commitment and the cost overrun has been modified to a total of \$2 million

Member Donahue questioned Caltrans monitoring of this issue. Lenka Culik-Caro, Caltrans, stated that there was an anticipated increase in the cost of the project. She further stated that it has been determined that the soil is not as contaminated as originally

anticipated. Member Donahue noted the importance of keeping this project on track since the project has been ongoing for over 20 years.

Ms. Culik-Caro stated that CTC has approved the funding for the contract increase and written budget, and Caltrans is working very aggressively to push this project forward.

Daryl Halls stated that the County's RTIP and ITIP are the only two funding sources available to help make this project happen.

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.

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

C. STIP/STP Swap

Daryl Halls presented this item. He noted he and Board member Spering have met with MTC about how to provide resources for STA's priority projects. Staff is working to get a larger budget share of regional 3% planning funds in the future. Additional funds would allow staff to hire an analyst to help assist in monitoring projects and to support the need for additional modeling capability. He noted San Mateo County has swapped STIP funds for STP funds to provide support for their planning efforts. He further noted having the additional staff support and modeling is contingent upon Board approval of this item.

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.

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

D. Draft 2001-02 STA Budget

Daryl Halls presented this item. He stated that this is the draft STA FY 2001-02 budget and staff has been asked to work on proposing a two-year budget. He noted the two staff changes being recommended as part of the new fiscal year budget. He then briefed the Board on the two-year budget schedule and how staff proposes to implement this budget request.

Member Lessler questioned the two-year budget and his concern to create a two-year budget with the consideration of the STA future growth over the past year. Daryl Halls stated that there are advantages and disadvantages to development of a two year budget.

Member Slade questioned the two positions being considered and the impact on current staffing issues. Daryl Halls stated that these are being reviewed and discussed among management staff and there may be a need for additional staffing in the future. . He also

noted that long term operating resources must be evaluated to enable staff to meet the priorities of the STA Board.

Member Spring requested a five-year funding history be developed as part of the two-year budget process. Daryl Halls said this would be included as part of this process.

Chair Coglianese noted there is a need for staff to examine future long-term staff needs to ensure priority projects are implemented.

Recommendation: 1.) Adopt STA's 2001-02 budget, 2.) Authorize staff development of two-year STA budget beginning in FY 2002-03, and 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, and 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)

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

IX. ACTION ITEMS: NON-FINANCIAL

A. Capitol Corridor Rail Station Evaluation

Daryl Halls presented this item. He briefed the Board on the steps that have taken place and the process of the rail station evaluation. He then introduced Peter Martin, Wilbur Smith Associates, to discuss the evaluation process. Peter Martin noted they have currently prioritized the sites being considered. He explained the evaluation process, and the method used to prioritize the sites.

Daryl Halls stated that the Capitol Corridor staff is ready to support the STA and the project priority sponsor when the site has been chosen.

Member Donahue stated that as the Chairman of the Transit subcommittee, it was difficult to narrow down the priority site to the proposed Fairfield/Vacaville site, but after careful consideration of timing issues, the committee is supportive of this site. He asked that it be noted that the Benicia and Dixon sites be considered in subsequent phases of this effort as priorities for funding.

Member Bidou noted his support for the staff recommendation. He stated Benicia staff is working with the County to make improvements to his site for future consideration for Phase 2. He indicated this request should be considered for 2002 RTIP funding.

Member Spring asked that the motion state that the STA Board pledges support for all three of the sites. He asked that the priority be noted as follows: Fairfield/Vacaville, Benicia and then Dixon. He requested that staff create a funding matrix that reads this way. He also asked that this be noted in the minutes that the Board supports all three sites.

Vice Chair Silva stated his concern that the South Solano County site has been ignored. He stated he would not go all the way to Fairfield/Vacaville, as it is not located to serve Vallejo residents. He stated his concern for commuters parking in residential areas, such as the Curtola Park and Ride in Vallejo. He summarily noted he would support the recommendation, but request that funds be put towards the other sites under consideration for Phase 2.

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

On a motion by Member Lessler, and a second by Member Spering, the STA Board unanimously approved this recommendation (8 ayes).

Members Spering and Lessler left the Board meeting at 7:30 p.m.

A.1 2002 ITIP/RTIP Status (Moved from informational to a financial action item)

Daryl Halls presented this item. He stated that the CTC did not release their revised 2002 STIP fund estimates at the meeting last week. He stated that there is a likelihood these funds may decrease, but the STA needs to move forward with a program in July. He briefed the Board on the initial list of projects staff is considering for these funds. He reviewed the funding ranges and projects provided by staff for the Board to consider.

Recommendation: Authorize staff to prepare funding strategies and 2002 RTIP funding recommendations for the six identified priority projects.

On a motion by Member Bidou, and a second by Member Courville, the STA Board unanimously approved this recommendation (6 ayes).

B. Countywide Traffic Model

Dan Christians presented this item. He noted Fairfield's modeler (Ken Harms) has been working hard with the STA to refine the traffic model and the model has been designed to year 2025. Ron Milam explained the type of model the STA uses, how it will be used for various future scenarios, and that daily traffic counts have been consolidated as part of this model. He noted the model would also help with the analysis of the Comprehensive Transportation Plan, Hwy 12 MIS and the Jepson Parkway EIS.

Member Donahue asked about accuracy of the 33% growth indicated on the charts provided. Ron Milam stated that the complete analysis was not done, but that the growth numbers tend to be conservative.

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

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

C. Legislative Report

Janice Sells presented this item. She briefed the Board on SB 873 and staff's recommendation to seek amendments. She noted AB 227 was amended in the Assembly and would now limit the duration of the transfer of the sales tax dollars on gasoline.

Recommendation: Adopt position to seek amendments on SB 873.

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

Member Slade departed from the meeting at 7:45 p.m.

X. INFORMATION ITEMS: (Discussion Necessary)

A. SCI City Outreach and General Marketing Programs

Elizabeth Richards presented information on this item. She discussed the status of meetings held with Rio Vista and Dixon. She briefly explained the issues relating to Rio Vista and the opportunities for staff to pursue. She noted staff would be attending a future farmer's market in Dixon.

B. Welfare to Work Transit Study

Elizabeth Richards presented information on this item. She noted the second advisory committee meeting has taken place and consultants presented the reported findings and the process for prioritizing issues. She noted that the meetings have been well attended.

C. Unmet Transit Needs Status

John Harris presented information on this item. He commented that a letter has been received from MTC requesting the status of the 1999 unmet transit needs identified. He briefed the Board that until the STA completes an analysis of these issues TDA claims for road funds will be put on hold. He noted the consultant's report is scheduled to come back to the Board at the July 2001 Board meeting.

(No Discussion Necessary on the following information items)

D. Solano Comprehensive Transportation Plan Update

E. 2001 Solano Congestion Management Program Update

F. Highway Status

XI. BOARD MEMBER COMMENTS

None.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:58 p.m. The next regular meeting will be held July 11, 2001, 6:00 p.m., at Suisun City Hall.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
June 27, 2001

1. CALL TO ORDER

Daryl Halls called the regular meeting of the Technical Advisory Committee to order at approximately 1:30 p.m. in the Solano County Transportation Department Conference Room.

Present:

Michael Throne	City of Benicia
Ray Chong	City of Fairfield
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
Pam Belchamber	City of Vallejo
Gary Leach	City of Vallejo
Harry Englebright	County of Solano
Paul Wiese	County of Solano
Bob Grandy	Grandy and Associates
Elizabeth Richards	STA/SCI
Daryl Halls	STA
Dan Christians	STA
John Harris	STA
Janice Sells	STA
Kim Cassidy	STA
Robert Guerrero	STA

II. OPPORTUNITY FOR PUBLIC COMMENT

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans – None

MTC - None

STA - None

IV. CONSORTIUM UPDATE

Pam Belchamber reviewed the two most relevant issues from the mornings SolanoLinks Intercity Transit Consortium meeting held that morning: Unmet Transit Needs and TDA Interest Reallocation.

V. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of May 30, 2001
- B. Minutes of Special Meeting of June 4, 2001
- C. Review Funding Opportunities Calendar
- D. STA Meeting Schedule (July – September 2001) and Acronyms List
- E. Abandoned Vehicle Abatement (AVA) 3rd Quarter Report
- F. Legislative Report
- G. Countywide Trails Plan RFP

On a motion by Ron Hurlbut, and a second by Mark Akaba, the STA TAC unanimously approved the consent calendar with the following items pulled for further discussion. Items B and E.

It was noted on Item V.B the recommendation should read as follows: **An amendment to the recommendation by Tom Bland, City of Rio Vista, and accepted by Janet Koster, City of Dixon, was included with the proviso that the Suisun City ridership not be adversely affected by the new rail station and *the Suisun City station should be considered as a viable alternative.***

On a motion by Paul Wiese, and a second by Mike Duncan, the STA TAC unanimously approved Item V.B as amended.

Item V.E (Abandoned Vehicle Abatement (AVA) 3rd Quarter Report: Paul Wiese questioned the disparity between the amount received by Solano County versus the amount distributed. Janice Sells noted that the formula is based on a 50/50 basis with 50% received and 50% distributed.

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

VI. ACTION ITEMS

A. Highway 12 MIS Study

Dan Christians reviewed the major recommendations of the Highway 12 MIS study. The TAC requested a presentation by Korve Engineering be made and the committee by consensus agreed to table the item until July 9, 2001.

Recommendation: Forward a recommendation to the STA Board to approve the "Highway 12 Major Investment Study and Project Study Report Equivalent".

B. I-80/680 Tier 2 Analyses

Daryl Halls summarized the development activities for the I-80/680/SR12 project. He also reviewed a funding plan approved at the June 13, 2001 STA Board Meeting. He indicated the recommendation will be provided on request and the committee by consensus agreed to table the item.

C. Cordelia Truck Scales Traffic Data

Dan Christians reviewed data contained in the Truck Scale Data Collection Cordelia Inspection Facility report.

Recommendation: Forward a recommendation to the STA Board to approve the methodology and projections contained in the report entitled "Truck Scale Data Collection Cordelia Inspection Facility" dated June 13, 2001 and prepared for the I-80/680/SR 12 Corridor Study.

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

D. Jepson Parkway Project Status Report – Screening Alternatives, Contract Amendments with Jones and Stokes, Mark Thomas Associates and Preliminary Funding Levels for 2002 STIP

Bob Grandy explained the documentation contained in the Alternative Screening report and noted modifications to the Jones and Stokes and Mark Thomas Associates contracts along with necessary changes to the EIS.

Recommendation: Forward a recommendation to the STA Board for the following: 1.) Approve the Alternatives Screening Report, 2.) Recommend that the STA Board authorize the Executive Director to execute contract amendments with Jones & Stokes and Mark Thomas & Assoc. pending allocation of STIP funds, and 3.) Accept preliminary funding levels for allocating \$10 million of 2002 STIP funds for the Jepson Parkway Project.

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

E. 2002 RTIP Program

Daryl Halls reviewed the range of projects to be considered for funding and the level of 2002 RTIP funding needed.

After some discussion by the TAC, a three minute break was requested.

The STA TAC reconvened at 3:04 p.m.

Paul Wiese and Mike Duncan requested and the committee concurred that road rehabilitation should be considered first for any additional RTIP funds

Recommendation: Forward recommendation to STA Board to approve Solano County's 2002 RTIP Program allocations with a recommendation to add: 1.) \$.5 million to 80/505 weave project and 2.) \$.5 million in track improvements – for a total of \$33.5 million for 2002 RTIP project funding.

On a motion by Ron Hurlbut, and a second by Dale Pfeiffer, the STA TAC approved the recommendation as amended and with future consideration for roads when available.

F. Unmet Transit Needs

John Harris summarized the need to request the transit consultants (Wilbur Smith & Assoc.) advance completion of unmet needs analysis.

Recommendation: Recommend that the STA Board approve the formal response to the four potential unmet transit needs as identified by MTC

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

Mark Akaba was absent for this vote.

G. TDA Interest Reallocation

John Harris explained the options offered by MTC for the TDA Interest Reallocation and the issue caused by the inequitable distribution of interest by MTC. Due to the absence of key transit members at the Consortium, the TAC by consensus agreed to table the item so that further options can be explored.

Dale Pfeiffer left the meeting at 3:30 p.m.

H. Ridesharing Incentives

Elizabeth Richards reviewed incentives by mode that are used to increase usage of carpools, vanpools, transit and bicycling.

Recommendation: Recommend the STA Board authorize staff to develop incentive programs as identified on attachment

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

Jim Holden left the meeting at 3:33 p.m.

I. Draft 2001 CMP

Robert Guerrero submitted a draft CMP to forward to the STA Board.

Recommendation: Forward draft CMP to STA Board for submittal to MTC with amendment to include the two cities not reflected (City of Benicia and City of Fairfield).

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

VII. INFORMATION ITEMS

A. Rideshare Week and Bike to Work Week Program

Elizabeth Richards reviewed the wrap up of Ca. Bike to Work Week (held in May) along with plans for CA Rideshare Week (in October).

B. Project Monitoring (Federal Cycle 1)

Jennifer Tongson explained the deadline for obligating Fed. Cycle 1 due in September.

C. STA Annual Awards Program-2001

Janice Sells explained the plans for the 4th Annual STA Awards ceremony scheduled on November 14, 2001 at the Western Railway Museum. Janice also summarized the award categories which include: Advisory Committee Member of the Year, Business of the Year, Transit Employee of the Year, Project of the Year, Agency of the Year, Partner of the Year, Elected Official of the Year (new).

D. Road Allocation Formula

John Harris explained the report was intended to begin discussion of a formula for distribution of the 2002 RTIP road rehabilitation allocation.

E. Five Year Rail Funding Strategy

Daryl Halls summarized efforts to prioritize the three proposed rail stations in Fairfield/Vacaville, Benicia and Dixon. He also reviewed a list of issues for consideration of future funding for rail service in Solano County.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 3:40 p.m. The next meeting is scheduled for Monday, July 9, 2001 at 8:30 a.m. in the STA conference room.



DATE: July 2, 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. Fact sheets for each program are attached.

Fund Source	Application Available From	Applications Due
TDA Article 3 Balance*	Dan Christians Solano Transportation Authority (707) 422-6491	July 26, 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



FUNDING OPPORTUNITY:

**2001- 2002 Solano Transportation Fund for Clean Air
Program
(40% Program Manager Funds)**

Applications Due: March 16, 2001

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air 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, and Vallejo, the County of Solano, school districts and universities in south Solano County are eligible.

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

Funding Available: A program budget of at least \$315,000 is available for 2001-02.

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

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

Program Contact Person: Dan Christians, Deputy Director for Planning, (707) 438-0654.



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 federal funding for a total of up to 95% having 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 trail head facilities and trail linkages for recreational trails, 3) Construction of new recreational trails, 4) Purchase and/or lease 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



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



DATE: June 29, 2001
TO: STA Board
FROM: Kim Cassidy, Administrative Assistant
RE: STA Meeting Schedule (July-September 2001)

Background:

Attached is the STA meeting calendar for the period July 18 through September 30, 2001.

Fiscal Impact:

None.

Recommendation:

Informational

Attachment

STA MEETING SCHEDULE (July/September 2001)

DATE	TIME	DESCRIPTION	LOCATION
July 17	11:00 a.m.	Fairfield Transportation Center Opening Ceremony	FF Transportation Center
July 18	3:30 p.m.	Alternative Modes Subcommittee	Suisun City Hall
July 20	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. 9	10:00 p.m.	STA/NCTPA Joint Committee	Vallejo Public Library
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.
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.



DATE: June 29, 2001
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Abandoned Vehicle Abatement (AVA) 3rd Quarter Report

Background:

The DMV charges \$1 for vehicles registered in Solano County each quarter to fund the Abandoned Vehicle Abatement Program. Collection for third quarter funding ended on March 31, 2001. Revenue for the third quarter (January 1 – March 31, 2001) was **\$87,205.70**. The funds to date are distributed as follows:

Jurisdiction	Requested	Pay-out	Year to Date Pay-out
Benicia	\$4,341.47	\$3,094.87	\$8,974.73
Dixon	469.40	469.40	1,268.77
Fairfield	11,678.90	11,678.90	37,664.93
Solano County	36,066.00	14,251.98	39,230.10
Suisun City	19,100.00	4,620.19	14,841.03
Vacaville	13,210.90	10,931.53	34,698.95
Vallejo	26,916.00	25,460.96	79,292.96
Administration	1,250.00	1,250.00	3,750.00
Total	\$113,032.67	\$71,757.83*	\$219,721.47

***Carry-over funds for this quarter - \$15,447.87.** Carry-over funds will be redistributed at the end of the year.

Recommendation:

Informational



DATE: June 29, 2001
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Legislative Report

Background:

A copy of the updated Legislative Matrix is attached for your review. Some bills have been modified to reflect the changing budget.

Discussion:

SB 873 (Torlakson) has been amended to add Marin, Napa, Sonoma and Solano to the agreement process as requested by the STA Board last month.

SCA 5 (Torlakson) proposes to lower the voting threshold from 2/3 majority to a simple majority vote for a special tax to exclusively fund transportation projects and services. In addition it would set forth the terms and conditions for loans and repayments to this transportation account in the General Fund. Because this bill is in agreement with the STA Legislative Platform, a letter of support will be forwarded to appropriate committees.

Assemblymember Helen Thomson put in a FY 2001-02 Budget Member's Request for \$2.04 million to support the CCJPA's adopted FY 2001-02 Business Plan which requests the added State Funds to add the 10th and 11th weekday trains between Oakland and Sacramento in January 2002. This request is in agreement with the approved STA Legislative Platform. STA will forward a letter of support for Assemblymember Thomson's request.

Recommendation:

Informational

Attachments

***Solano Transportation Authority
2001 Legislative Matrix
June 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. <i>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.</i>	Referred to the Senate Committee on Transportation	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 <i>Language regarding the funding split has been removed from the bill.</i>	Senate 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, Contra Costa, San Mateo, Santa Clara, and the City and County of San Francisco Bay. <i>Marin, Napa, Sonoma, and Solano Counties have been added to the bill.</i>	Amended and re-referred to Assembly Committee on Transportation	Seek Amendment
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 <i>hold those funds in escrow until the city, county or city and county is compliant with housing element requirements.</i> The Bill would also require the department to report to the Controller monthly a list of noncompliant jurisdictions.	Referred to Committees on Local Government and Housing and Community Development	Oppose
37 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
SCA 5 (Torlakson) Local Government – Special Taxes – Transportation	This Bill would amend the State Constitution to authorize a local government with the approval of the majority (rather than 2/3) of its voters voting on the proposition to impose a special tax if the tax is imposed exclusively to fund transportation projects and services.	Committee on Transportation (Set for hearing 7/10/01)	Support

majority of its voters voting on the proposition, impose any special tax, that it is otherwise authorized by law to impose, if that tax is imposed exclusively for the purpose of funding transportation projects and services.

(b) For purposes of this section:

(1) "Local government" means a local government as defined by subdivision (b) of Section 1 of Article XIII C.

(2) "Special tax" does not include an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.

(3) The funding of transportation projects includes the servicing of indebtedness issued for the purpose of funding those transportation projects.

Second--That Section 4 of Article XIII A is amended to read:

Section 4. ~~Cities, Counties and special districts,~~

Except as provided by Section 16 of Article XI, a city, county, or special district, by a two-thirds vote of ~~the qualified electors of such district~~ its voters voting on the proposition, may impose ~~special taxes on such district~~ a special tax within that city, county, or special district, except an ad valorem ~~taxes~~ tax on real property or a ~~transaction~~ transactions tax or sales tax on the sale of real property within ~~such City, County~~ that city, county, or special district.

Third--That Section 2 of Article XIII C is amended to read:

SEC. 2. ~~Local Government Tax Limitation.~~

Notwithstanding any other provision of this Constitution:

(a) ~~All taxes~~ Any tax imposed by any local government ~~shall be deemed to be~~ is either a general ~~taxes~~ tax or a special ~~taxes~~ tax. ~~Special~~ A special purpose ~~districts~~ district or ~~agencies~~ agency, including a school ~~districts,~~ ~~shall have~~ district, has no ~~power~~ authority to levy a general ~~taxes~~ tax

(b) No local government may impose, extend, or increase any general tax unless and until that tax is submitted to the electorate and approved by a majority vote. A general tax ~~shall~~ is not ~~be~~ deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved. The election required by this subdivision shall be consolidated with a regularly scheduled general election for members of the governing body of the local government, except in cases of emergency declared by a unanimous vote of the governing body.

(c) Any general tax imposed, extended, or increased, without voter approval, by any local government on or after January 1, 1995, and prior to the effective date of this article, ~~shall~~ may continue to be imposed only if that general tax is approved by a majority vote of the voters voting in an election on the issue of the imposition, which election shall be held ~~within two years of the effective date of this article~~ no later than November 6, 1996, and in compliance with subdivision (b).

(d) ~~No~~ Except as provided by Section 16 of Article XI, a local government may not impose, extend, or increase any special tax unless and until that tax is submitted to the electorate and approved by a two-thirds vote. A special tax ~~shall~~ is not ~~be~~ deemed to have been increased if it is imposed at a rate

not higher than the maximum rate so approved.

Fourth--That Section 3 of Article XIII D is amended to read:

SEC. 3. ~~Property Taxes, Assessments, Fees and Charges Limited.~~ (a) No agency may assess a tax, assessment, fee, or charge ~~shall be assessed by any agency~~ upon any parcel of property or upon any person as an incident of property ownership except:

(1) The ad valorem property tax imposed pursuant to Article XIII and Article XIII A.

(2) Any special tax receiving a two-thirds vote pursuant to Section 4 of Article XIII A , or, as applicable, a majority vote pursuant to Section 16 of Article XI .

(3) Assessments as provided by this article.

(4) Fees or charges for property related services as provided by this article.

(b) For purposes of this article, fees for the provision of electrical or gas service ~~shall~~ are not ~~be~~ deemed charges or fees imposed as an incident of property ownership.

Fifth--That Section 3 is added to Article XIX A to read:

SEC. 3. The Transportation Investment Fund is established in the State Treasury. Moneys shall be deposited into that fund, and shall be allocated from that fund, in the manner prescribed therefor by statute on January 1, 2002.



DATE: July 2, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Bicycle Advisory Committee Appointment

Background:

The Solano Bicycle Advisory Committee (BAC) was established by the STA's Joint Powers Agreement to advise the STA Board on various matters pertaining to the planning and funding of bicycle and pedestrian projects throughout the cities and county of Solano. The BAC is a nine-member citizens advisory committee appointed by the STA Board and includes one representative of each of the eight STA member agencies and one member-at-large. Terms are set at three years. The Mayor of each city or Chair of the Board of Supervisors nominates new BAC members for each respective jurisdiction and the STA Board makes the formal appointments.

Discussion:

There are currently vacancies for the cities of Benicia and Rio Vista. Steve Messina, Mayor of Benicia, has nominated J.B. Davis to serve as Benicia's representative. Mr. Davis is an active bicyclist and has been attending the Bicycle Advisory Committee for the past few months.

With the addition of J.B. Davis, the membership and terms of the BAC would be as follows:

<i>Jurisdiction</i>	<i>Member</i>	<i>Term Expires</i>
Benicia	J.B. Davis	12-04
Dixon	Jim Fisk	12-03
Fairfield	Scott Reynolds	12-03
Member-at-Large	Mick Weninger	12-03
Rio Vista	Vacant	-----
Solano County	Randall Carlson	12-01
Suisun City	Michael Segala	12-01
Vacaville	Mike Posey	12-02
Vallejo	Rob Powell	12-03

Recommendation: Appoint J.B. Davis as the City of Benicia's citizen representative to the Solano Bicycle Advisory Committee for a three-year term ending December 2004.

Attachment



Office of the Mayor
STEVE MESSINA

April 18, 2001

Dan Christians
Solano Transportation Authority
333 Sunset Avenue - Suite 200
Suisun City, CA 94585

**RE: APPOINTMENT TO THE BICYCLE ADVISORY COMMITTEE OF THE
SOLANO TRANSPORTATION AUTHORITY**

Dear Mr. Christians:

This is to advise you, in writing, that at the Benicia City Council Meeting of Tuesday, April 17, 2001, J.B. Davis was appointed to the Bicycle Advisory Committee of the Solano Transportation Authority.

Should you have any questions regarding the above, please feel free to contact me.

Sincerely,

Steve Messina
Mayor
CITY OF BENICIA

SM:tb
/JBDAVIS

cc: J. B. Davis



DATE: July 2, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Countywide Trails Plan RFP

Background:

In May 2000, an Open Space Forum was held in Solano County by a coalition of organizations interested in developing a vision to conserve and provide various passive and active recreational uses on open spaces. One of the four recommendations of the vision was to develop a countywide, inter-connected trail system in Solano County, recognizing the relationship between transportation and open space and the potential for this project to utilize both open space and transportation planning efforts. The STA's partnership with Solano County Environmental Management and Solano Farmlands and Open Space Foundation to develop this plan. It is intended this plan would be developed concurrently with the STA's development of a Comprehensive Transportation Plan for Solano County.

On March 14, 2001, the STA Board supported funding applications for the Countywide Trails Plan from various available funding sources and STA involvement with the development of the Trail Plan. Applications have been made to the YSAQMD, the State of California Transportation and Enhancements Program (TEA), and the Bay Trail and Ridge Trail programs. The Bay Trail and Ridge Trail applications were co-sponsored by the STA and the County of Solano.

On April 3, the Solano County Board of Supervisors unanimously approved to cosponsor the Trails application and preparation of the trails plan. To date, the Foundation has not yet taken action to support this effort.

The Solano County Mayor's Group and SEDCORP have recently met and encouraged both the transportation and open space planning efforts to work collaboratively and in conjunction with Solano's seven cities in order to recognize the overlapping countywide efforts and the apparent interest in pursuing a long term, local funding source for both transportation and open space.

Discussion:

In the last few months, the STA has been very successful in securing funds to prepare a Countywide Trails Plan from the following sources:

YSAQMD Clean Air Fund	\$5,000
State TEA Grant (for Vallejo Bay Trail Connector south of Carquinez Bridge)	\$100,000
Bay Trail and Ridge Trail Grants	Approx. <u>\$35,000</u>

Total Initial Funding Expected **Approx. \$140,000**

Based on discussions with the Bay Trail and Ridge Trail Program staff, STA expects a favorable recommendation from those sources of funding in the next month. Staff from the Bay Trail program has indicated their support for the project but requested that the Phase 1 work be focused primarily on the existing Bay Trail gaps and routes. Staff concurs with this request. Although a precise grant amount has not yet been decided, the STA requested \$50,000 from those sources. \$140,000 is expected to be the minimum required to complete the major tasks (Phases 1, 2), and additional funding in the amount of about \$40,000 is estimated to be needed to complete Phase 3 during 2002-03. STA staff will try to secure these additional funds during 2001-02. If needed, in the fall, staff may request some 2001-02 STA Project Development funds to complete the project.

Because of restrictions being placed on the STA to encumber and expend all or a portion of the funds by June 30, 2002, (particularly from the YSAQMD and State TEA programs), and the desire to fold the Phase 1 Trails Plan into the STA's Countywide Transportation Plan by April 2002, it is critical that an RFP be released this summer to ensure a consultant can be selected and a contract signed no later than September 2001.

Staff recommends that the STA form an advisory committee to meet regularly with the consultants and member agencies to draft the plan. Currently the preliminary schedule is as follows:

Select consultant and Approve Contract	September 2001
Form Committee	September 2001
Committee Meets Bi-Monthly	Sept. 2001 through June 2003
Phase 1 Plan Completed	April 2002
Phase 2 Feasibility Analysis Completed	June 2002
Phase 3 Long Range Plan Completed	June 2003

Attached is a preliminary Scope of Work for the proposed RFP. A selection committee consisting of representatives from the STA, County of Solano and a representatives from the Foundation and the trails group (i.e. Ridge Trail and/or Bay Trail Program) will be invited to review all proposals and recommend a consultant to the STA Board. Next steps in the process will include the formation of a Trails Advisory Committee (TRAC) and a detailed plan schedule. This item will be brought to the Board at a future date.

Recommendation:

Authorize the Executive Director to release a Request for Proposal (RFP) and authorize a selection committee to interview and recommend a consultant service to prepare a Countywide Trails Plan.

Attachment

**Preliminary Scope of Work
For
Countywide Trails Plan**

Phase 1 – September 2001 to March 2002 (approximately \$40,000)

- Meet with Trails Advisory Committee (TRAC) on a bi-monthly basis (at least six times in 2001-02).
- Conduct a field review of existing and planned trails with primary attention given to the Bay Trail.
- Identify and map existing and planned trails in Solano County with significant focus given to the Bay Trail.
- Analyze gaps, barriers and costs to completing existing Bay Trail segments.
- Make short-term recommendations to implement currently planned trails.
- Provide a Phase 1 report to the STA by March 2002.
- As part of the TLC section of the Countywide Transportation Plan, develop policies, strategies and state-of-the-art design principles for providing trails through, and connecting with planned trails along waterfronts or in downtown or core areas of each of the seven communities and along major Bay Trail and pedestrian corridors of the county such as the Suisun Marsh, Vallejo and Benicia waterfronts and Vacaville Creek walk.

Phase 2 – September 2002 to June 30, 2002 (approximately \$100,000 budget from State TEA grant)

- Conduct detailed alignment analysis and select preferred alignment for the proposed Vallejo Bay Trail Connector from the end of the existing Bay Trail (south of the Carquinez Bridge) across I-80 to the planned Carquinez Bridge Multi-use Trail.
- Meet with Trails Steering Committee, Caltrans planning and engineering staff, City of Vallejo and Bay and Ridge Trail representatives (approximately 8 - 10 meetings) to agree on a selected alignment, maintenance requirements and other implementation requirements for the proposed Connector Trail.
- Conduct detailed engineering feasibility analysis of the selected alignment including cross sections, proposed grades, proposed improvements and other design requirements of Caltrans.
- Prepare and process all necessary studies and surveys required by Caltrans including but not limited to property survey, soils, hazardous waste (including aerial lead analysis), biological, archeological, alternatives analysis, drainage, erosion and other required detailed environmental analyses and assist the project sponsor obtain environmental clearance on the selected alignment.
- Assist the STA and the City of Vallejo to obtain all required permits from Caltrans including but not limited to Longitudinal Encroachment Exceptions (as required), Encroachment Permit, Exceptions to Mandatory Design Standards, Permit Evaluation Report (PEER) and Maintenance Agreement between Caltrans and the project sponsor.
- Assuming all the necessary approvals and permits are obtained from Caltrans, assist STA and project sponsor in preparing funding applications for final engineering and construction activities.

Phase 3 – July 1, 2002 to June 30, 2003 - Optional (Estimated Budget \$40,000 to \$60,000)

- Meet with Trails Advisory Committee and each of the STA member agencies to discuss existing and potential open space and recreation areas and new and extended trails throughout Solano County.
- Develop Draft Plan including proposed short and long-term plan identifying all new proposed comprehensive countywide trails system.
- Conduct Public Workshops to obtain input from the public, property owners, recreational and planning departments and other interested parties.
- Develop a phasing plan, cost estimates, design guidelines, funding strategy and cost effective methods to implement the plan over 20 years.
- Develop more detailed pedestrian component and pedestrian amenities for each of the core cities.
- Provide other implementation strategies such as funding sources, maintenance recommendations and suggested acquisition approaches (if some proposed trails are not in public ownership).



DATE: June 29, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Project Management/Funding Consultant Assistance

Background:

The STA employs 13 full-time and one part-time staff to carry out the priorities of the STA Board and its Executive Director. The Deputy Director for Projects position is responsible for project delivery and monitoring, funding and allocations, and transit. All three tasks are time consuming, complex and integral to the STA's priority project and tasks. On June 26, John Harris, the STA's Deputy Director for Projects announced his acceptance of a position with the City of Vallejo in the Transit Division of the Public Works Department. His last day with the STA will be July 12.

Discussion:

In order to maintain the vital role the position of Deputy Director for Projects plays with the STA, it is imperative staff moves expeditiously to fill this position and at the same time reshuffle the position's tasks within the available staff resources of the STA. Until this staff vacancy can be replaced, I am recommending the position be filled by one of the project consultants currently retained by the STA to monitor and manage priority projects.

I have contacted Dale Dennis, the principal consultant for Project Delivery Management Group (PDM). Dale is currently the project manager for the I-80/680 interchange project and the forthcoming I-80/680/780 Corridor Study. Previously, he managed project delivery for the Contra Costa Transportation Authority and is very familiar with the projects and funds used by the STA. His contract would provide the STA with the in-house expertise and a staffing resource for the next three months until the Deputy Director for Projects position can be filled. He is available to work in this capacity for 16 hours per week for a minimum of three months and is available for extensions to this arrangement on a month-to-month basis if needed.

An added benefit to this contract is PDM's expertise in establishing project delivery systems and programs for tracking and managing funding and on large-scale projects. This task has been added to his scope of work.

Attached is a copy of his recommended job responsibilities (scope of work).

Fiscal Impact:

The estimated fiscal impact for the contract is \$27,000. This will be offset by an estimated \$37,000 in salary savings during this same period.

Recommendation:

Authorize Executive Director to enter into a consultant contract with the PDM Group for Project Management/Funding Consultant services for an amount not to exceed \$27,000 for a three month period beginning on July 9, 2001

Attachment

Exhibit A

Management and Consultant Services for Project Management and Funding

Scope of Work

Objective: The consultant will provide management and consultant service for the funding and project management functions for STA's Deputy Director for Projects position

Task 1 – Monitor the funding, applications, contracts and for various funding sources and consultant contracts as specified

- Prepare monthly staff reports for the STA Board, TAC and SolanoLinks Consortium
- Manage the STA's project monitoring program for local agencies
- Monitor various funding applications and contracts for a variety of funding sources: Including, STIP, STP, TDA, STA and CMAQ funds
- Work with the Executive Director to manage various project management consultant contract for priority projects
- Work with Executive Director and legal counsel to monitor funding applications, agreements and grants
- Monitor and assess the status of STA's current programming allocation for STIP, STP, CMAQ, TDA and STA funds
- Develop new contract and funding contracts such as the STIP/STP agreement
- Provide monthly status reports to the Executive Director on projects, funding, and project delivery

Task 2 – Represent the STA at various STA Board and TAC meetings as required

Task 3 – Development and Refinement of the STA's Project Management and Monitoring Program

- Work with STA's Executive Director and Deputy Director for Planning to assess, refine and develop the STA's project management and monitoring program
- A final report assessing the STA's current program and outlining short-term and long-term recommendations for the program



DATE: July 2, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Cordelia Truck Scales Traffic Data

Background:

As part of the I-80/680/780 Corridor Study, Korve Engineering worked with the California Highway Patrol to conduct existing truck traffic counts over a four hour period on two different days at the truck scales located at the westbound and eastbound directions of the Cordelia Inspection Facility on I-80 between I-680 and Highway 12 eastbound. Long-term truck projections were also developed based on the MTC Regional Traffic Model.

This data will be used in the alternative I-80/680 concepts now under review and in the I-80/680/780 Corridor Study.

Discussion:

The following key tables are contained in the attached report entitled "Truck Scale Data Collection Cordelia Inspection Facility":

Figure 1 indicates that, over a four-hour peak period and based on a manual count at the truck scales in the westbound direction, 988 trucks were counted.

Figure 2 indicates that in the westbound direction, during the a.m. peak hour (7-8 a.m.), 104 trucks were allowed to bypass the truck scales and 341 entered the truck scales. In the eastbound p.m. direction, 12 trucks were allowed to bypass the scales and 215 entered the truck scales.

Table 4 indicates the origination/destination of travel. The percentages are very similar to the destination of overall traffic on I-80 with 81% of the westbound trucks originating from I-80 and 19% originating from SR 12. The trucks originating on I-80 had destinations of 56% to I-80, 10% to SR 12 and 34% to I-680. In the eastbound direction, 66% originated from I-80, 14% from SR 12 (west) and the remaining 20% from I-680. 81% of the eastbound I-80 traffic originating on I-80 is destined to I-80 and 19% of the trucks are heading to SR 12.

Based on discussions with MTC and data from the Regional Traffic Model, future year truck volumes were based on an estimate of internal truck traffic trips and internal-external traffic on I-80 between I-680 and SR 12.

As shown in Table 5, for the year 2000, Caltrans estimated 10,100 trucks per day for I-80 between I-680 and SR 12 east and by 2025, based on the MTC traffic model, a total of 17,177 of daily trucks traffic are projected on I-80 at this location or an increase in 70% over the next 25 years. This compares to an increase of about 83% in overall traffic on this portion of I-80 between 2000-2025.

Recommendation:

Approve the methodology and projections contained in the report entitled "Truck Scale Data Collection Cordelia Inspection Facility" dated June 13, 2001 prepared for the I-80/680/SR 12 Corridor Study.

Attachment

I-80/I-680/SR-12 PSR**TRUCK SCALE DATA COLLECTION
CORDELIA INSPECTION FACILITY****Introduction**

This technical memorandum describes the current truck scale operation at the Cordelia Inspection Facility and documents the truck survey activities and results. The future growth factor for trucks on I-80 between I-680 and SR 12 east is also estimated. Figure 1 shows the study area.

Truck Scale Operation

The Cordelia Inspection Facility operates truck scales at the EB and WB direction on I-80 between I-680 and SR 12 East. Figure 2 illustrates the layout of the truck scale.

Finding overweight trucks is a top priority, since wear and tear on the highways is increased when trucks are overloaded. The truck scale at each direction operates the same. Currently, all trucks are required to pull into the truck scale for weighing. The only exceptions are:

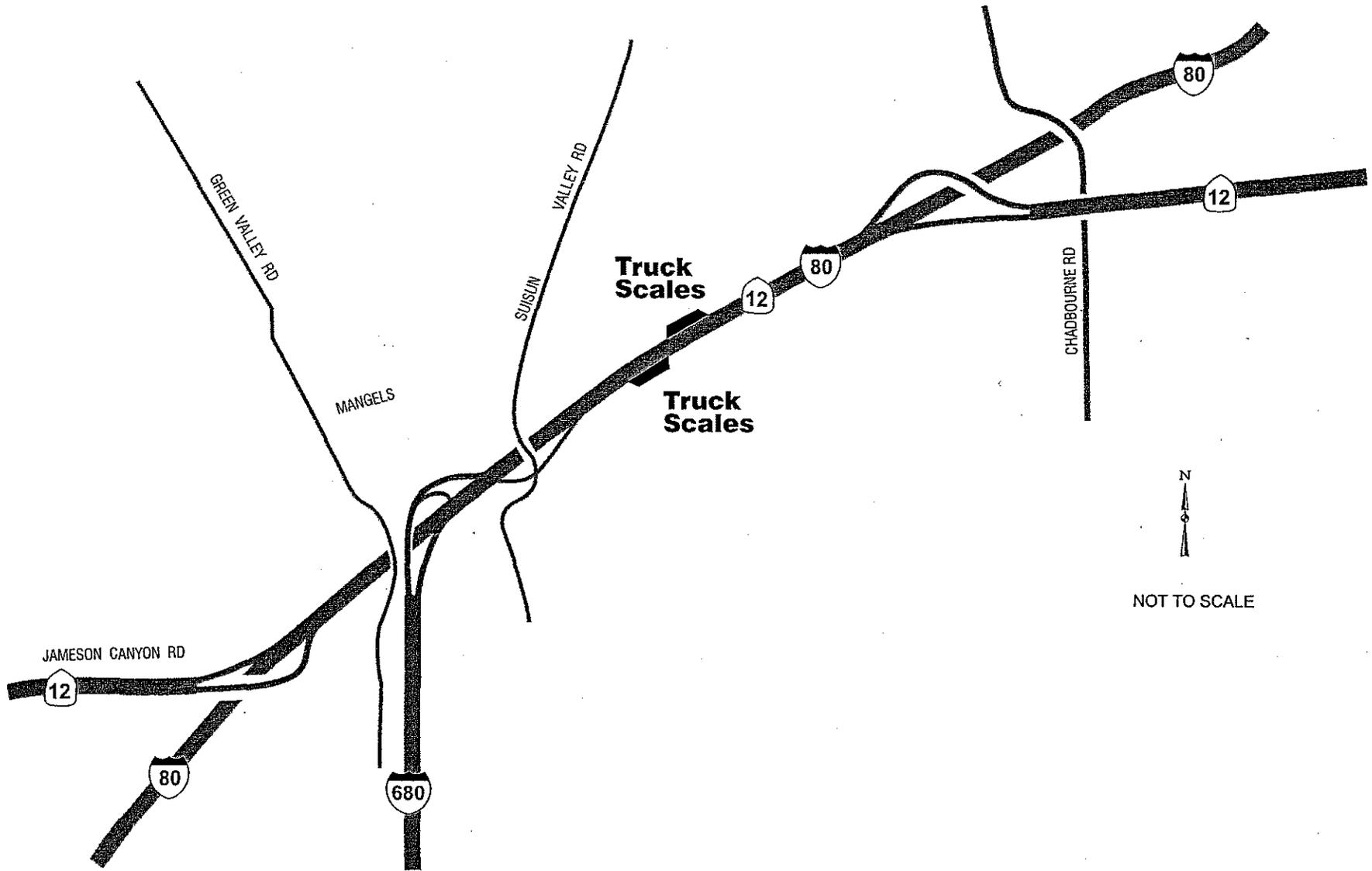
- Trucks that have a pre-pass equipment installed. A weigh-in-motion system is installed 0.25 mile in advance of the scales. Trucks meeting the weigh limits threshold will receive a pre-pass signal, which allows them to stay on I-80 and bypass the truck scale.
- Closure of the truck scale. During the peak periods, when truck traffic backs up to freeway gore area, the truck scales are closed temporarily as a safety measure to avoid stopped trucks impeding freeway operation.

Trucks that do not have a pre-pass installed or exceeding the weigh limit are required to pull into one of three lanes: Lanes A and B are for loaded trucks and Lane C is for empty loads. Trucks exceeding the weight limit will trigger an alarm and appropriate enforcement action will be taken by the CHP staff. The overloaded trucks are required to circle around for re-weighing. The truck driver may re-adjust the loads or remove some of the load. The trucks are not allowed to leave until the weight limit is satisfied.

Survey Activities

The inspection facility routinely conducts a monthly 'Level 3' day inspection where the inspectors pull over trucks randomly to do a survey and inspection. The inspectors would check their driver license, registration, and logbook. On March 28, 2001 KORVE coordinated with Sergeant Mike Walker to conduct a truck origin/destination survey along with the Level 3, driver check day. A sample survey form is attached for reference. The intent is to determine which route the trucks used to enter the study area and which route the drivers intend to use to reach the destination.

KORVE also obtained Baymetrics to conduct a manual count of all trucks at the truck scale screenline to provide a control total during the peak period at 6-9 AM and 4-6 PM.

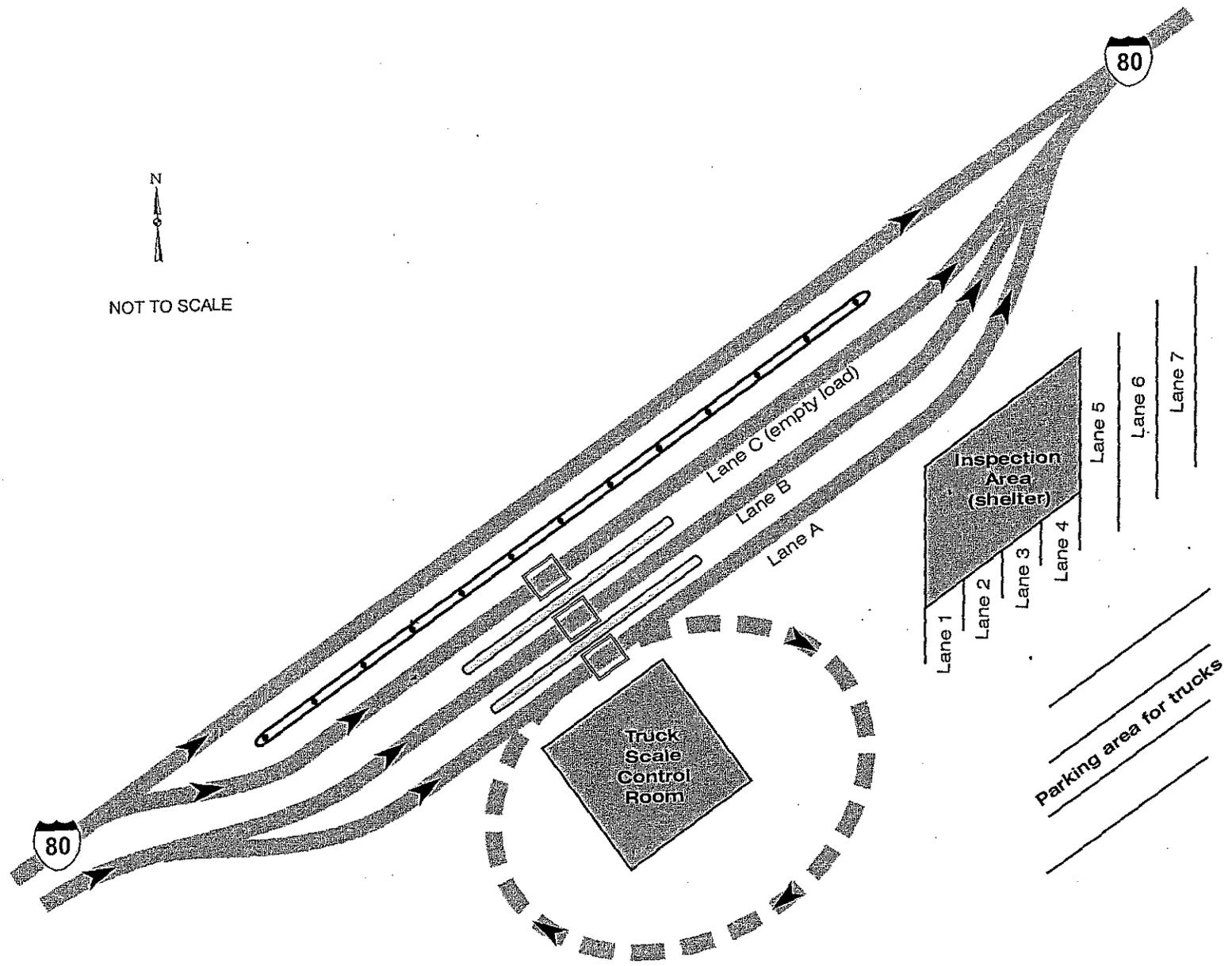


I-80 / I-680 / HIGHWAY 12 INTERCHANGE PROJECT

Figure 1

TRUCK DATA SURVEY STUDY AREA

N
NOT TO SCALE



Turn around area for trucks requiring reweighing

I-80 / I-680 / HIGHWAY 12 INTERCHANGE PROJECT

Figure 2

CORDELIA INSPECTION FACILITY

Survey Results

Hourly Truck Counts

The automated truck counts were compared against the manual counts prepared by Baymetrics and the results show that the automated counts conducted by the truck scales are much higher than the manual control truck counts. For example, in the AM peak hour, 331 trucks were counted manually while the automated counter at the scale counted 504 trucks. Sgt. Walker believes that some of the trucks are counted twice when they are required to circle around for re-weighing. In addition, as trucks are queued and stopped over the detector loop, the counting results will be inaccurate.

As a result, another count was conducted on May 11, 2001 in the westbound direction. This time, the results between the automated count and the manual count are more consistent with approximately 11% difference, as shown in Table 1.

Table 1: Truck Count Comparison (Westbound)

Time	Automated Count	Manual Count	Difference
7-8 AM	375	341	34
8-9 AM	379	334	45
4-5 PM	164	150	14
5-6 PM	170	143	27
Total	1088	968	120 (11%)

The manual counts performed by Baymetrics are considered to be more accurate since they do not double count the trucks that re-circulate for re-weighing. Tables 2 summarizes the manual truck counts at the truck scale screenline prepared by Baymetrics on March 28, 2001 for the eastbound direction, and May 11, 2001 for the westbound direction.

Table 2 Peak Hour Truck Counts at Truck Scale Screenline

	Westbound		Eastbound	
	I-80 (Bypass Scale)	Truck Scale	I-80 (Bypass Scale)	Truck Scale
AM Peak Hour (7-8 AM)	104	341	12	284
PM Peak Hour (4-5 PM)	45	150	48	215

As shown in table 3, in the westbound AM peak hour direction, 104 (23%) trucks bypass the truck scale; in the eastbound PM direction, 48 (18%) trucks that bypass the truck scale. It is assumed that these trucks bypass the scales because they either have a pre-pass or the truck scales were closed temporarily.

Origin/Destination Survey

As for the origin/destination survey, trucks that were randomly pulled into the inspection area were asked which route they came from and which route they will used to reach their destination. A sample survey form is attached for reference. However, only a small number of trucks were surveyed on March 28. In the westbound direction, 67 trucks

were surveyed and in the eastbound direction, 152 were surveyed which is less than 1 percent of the total trucks passing through the weigh scale for the day. During the peak hour/peak direction, approximately 10 trucks were surveyed. Unfortunately, this is too small of a sample size for us to draw any conclusion. According to "The Handbook of Statistical Methods for Engineers and Scientists" (H.M. Wadsworth, 1990), the sample size required to obtain a specified sampling error in simple random sampling is approximately 215 with a 95% confidence level. The calculation is included in the appendix for reference.

Sergeant Walker provided a number of reasons for the small sample survey:

- Not enough staff resource to increase the survey sample size.
- Concerned with CHP staff standing on the small island area next to the three truck lanes. As a result, they can only survey trucks that they pull over in a random manner during the Level 3 Survey Day.
- Safety concerns raised by the inspectors especially during the peak times when truck volumes are the heaviest, causing back up to the freeway and forcing a temporary closure of the truck scale.

A proposal was made to obtain additional data in a safe manner. As suggested by Sergeant Walker, the sample size could be increased by merging the CHP staff resource from both scales (eastbound and westbound) and focusing on one day per direction during the peak hours. For example, inspectors could conduct the survey at the westbound scale in the morning (7-9 AM) and afternoon (4-6 PM). On the following day, do the same for the eastbound scale. In addition, open lanes 5 and 7 for the survey.

It was decided that the CHP would conduct a westbound survey on May 11, 2001 and an eastbound survey on June 4, 2001.

Table 4 summarizes the O/D results conducted between 7-9 AM and 4-6 PM.

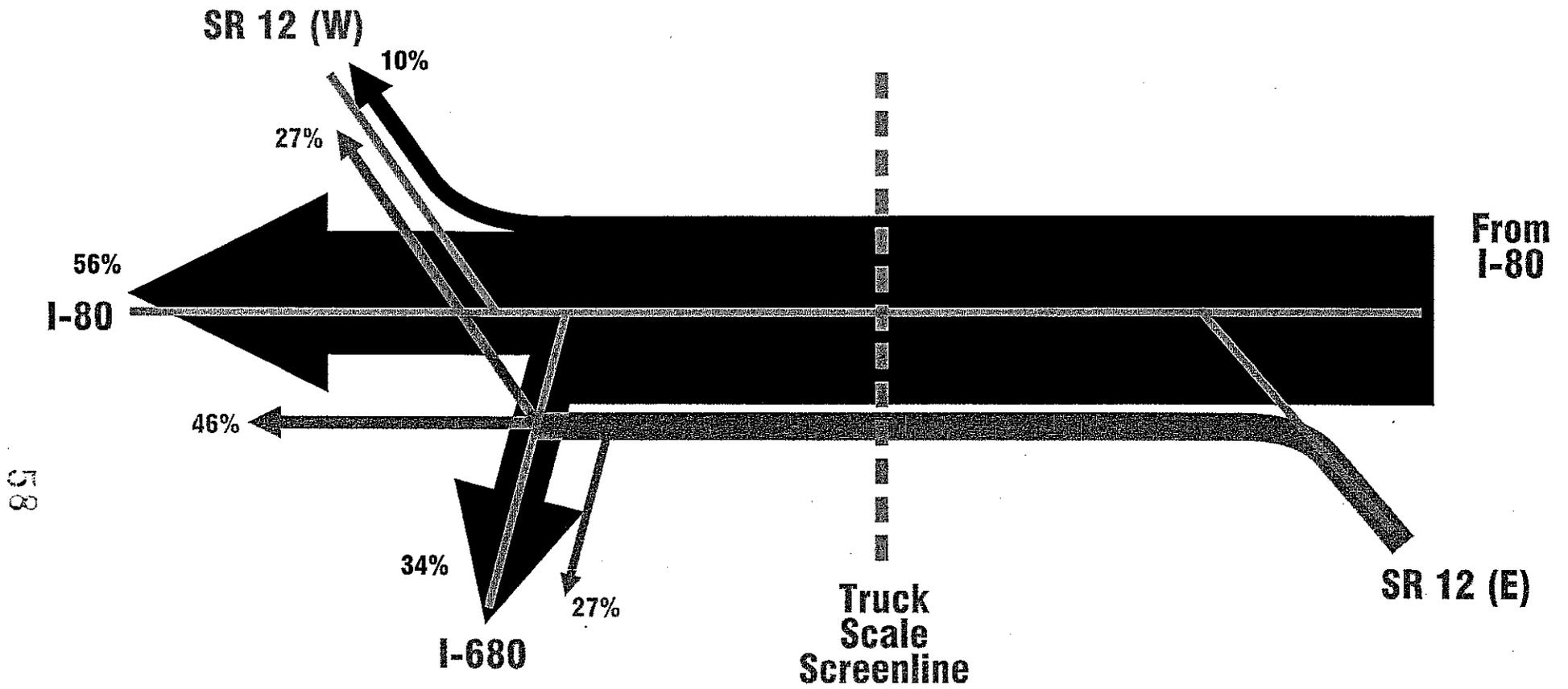
Table 4: Origin/Destination Results

Westbound

Origin	Destination						Total	%
	I-80	%	SR 12	%	I-680	%		
I-80	174	56%	31	10%	107	34%	312	81%
SR 12 (East)	34	46%	20	27%	20	27%	74	19%
Total	208	54%	51	13%	127	33%	386	100%

Eastbound

Origin	Destination				Total	%
	I-80	%	SR 12	%		
I-80	143	81%	34	19%	177	66%
SR 12 (West)	24	65%	13	35%	37	14%
I-680	46	84%	9	16%	55	20%
Total	213	79%	56	21%	269	100%

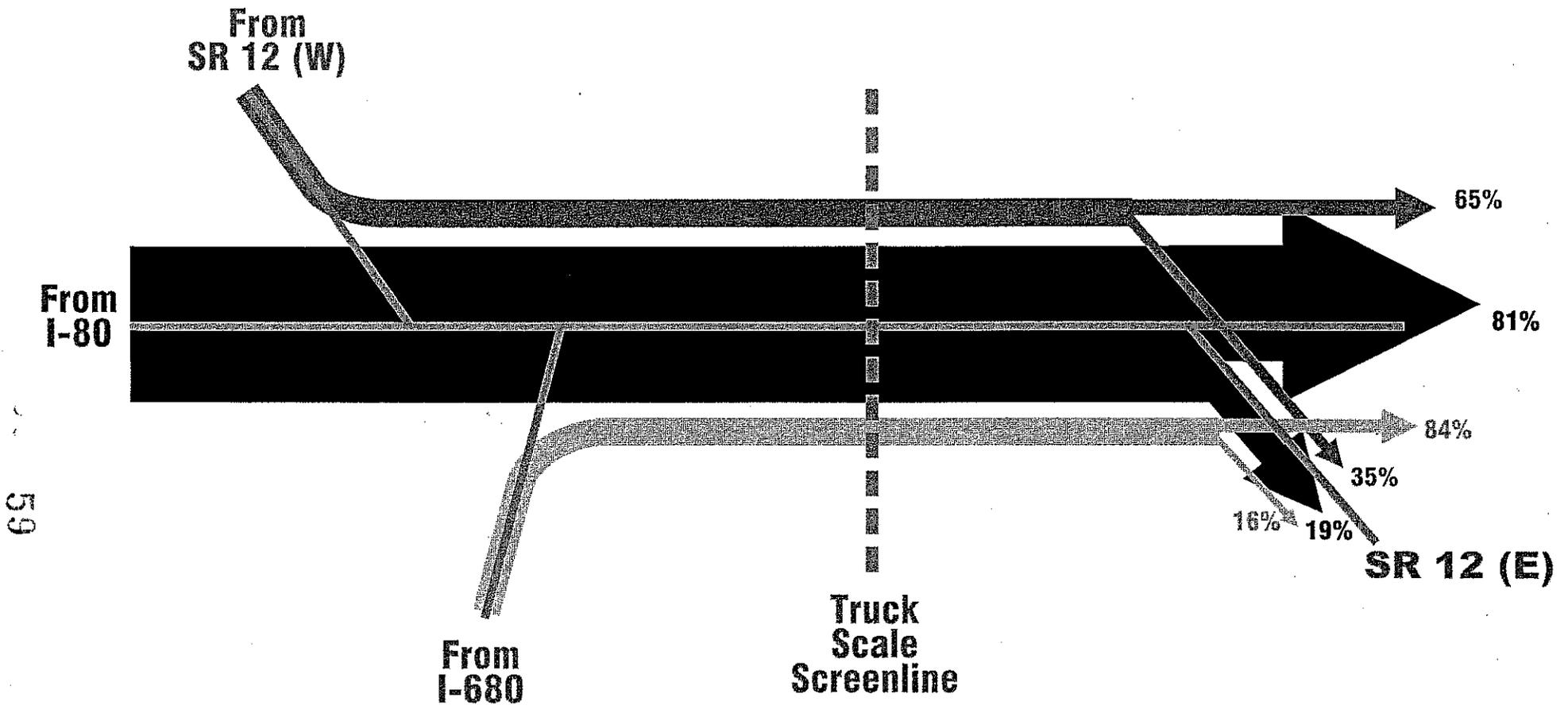


¹ Based on 386 sample surveys at truck scale on May 11, 2001 between 7-9AM and 4-6PM.

- 81% trucks from I-80
- 19% trucks from SR 12

Figure 3
I-80 / I-680 / SR 12

TRUCK ORIGIN/DESINATION¹
WESTBOUND



¹ Based on sample surveys at truck scale on June 4, 2001 between 7-9 AM and 4-6 PM.

- 66% trucks from I-80
- 14% trucks from SR 12W
- 20% trucks from I-680

Figure 4
I-80 / I-680 / SR 12

TRUCK ORIGIN/DESINATION¹
EASTBOUND

Figures 3 and 4 also illustrate the preliminary westbound and eastbound O/D pattern. As shown in Table 4 and Figure 3, in the westbound direction, 81% of the trucks originated from I-80 and 19% from SR -12 East. Of the westbound trucks from I-80, 56% would continue on to I-80, 35% to I-680 and 10% to SR 12 West. Of the westbound trucks from SR 12 East, 46% are destined to I-80, 27% to SR 12 West, and 27% to I-680.

As shown in Table 4 and Figure 4, in the eastbound direction, 66% of the trucks originated from I-80 and 14% from SR -12 West, and 20% from I-680. Of the eastbound trucks from I-80, 81% would continue on to I-80 and 19% to SR 12 East. Of the eastbound trucks from SR 12 West, 65% stay on I-80, and 35% continue on SR 12 East. Of the eastbound trucks from I-680, 84% are destined to I-80, and 16% to SR 12 East.

I-80 appears to be the most used route for trucks.

Future Truck Volumes

To properly analyze and design for the truck scales on I-80 between Suisun Valley Road and SR 12 East, it is necessary to develop an estimate of future year truck volumes. We have researched material available from MTC and also talked to Mr. Chuck Purvis of MTC on this issue, and unfortunately, MTC does not have specific forecasts available for trucks in this location. MTC does project truck volumes region-wide, but their forecasts do not include trucks passing through the model's gateways. Since the I-80 gateway at the Solano/Yolo County border is a major source of trucks for this I-80/I-680/SR 12 interchange area, it has been necessary to develop an independent estimate of this critical value.

MTC does have projections of growth in total traffic through their gateways, and Mr. Purvis' original suggestion was to determine the percentage of trucks from existing Caltrans data, and then derive the external trucks from the MTC gateway projections factored by the existing truck percentage. An initial attempt at this methodology resulted in an estimate of trucks at our I-80 location that was approximately 100% higher than the actual year 2000 truck volume as estimated by MTC. A second methodology was then derived and applied, as follows:

An initial task was to perform all-or-nothing assignments of the truck trip tables and the MTC IX trip tables to the MTC network. This was done using both MINUTP and TP Plus software. The result was an estimate of internal truck traffic and IX traffic on I-80 between I-680 and SR 12 east.

For the year 2000, the Caltrans estimate of approximately 10,700 trucks per day was used as a control total for I-80 between I-680 and SR 12 east. The assignment of the MTC truck trip table produced an estimate that approximately 5,400 of these trucks are internal to the MTC area, leaving approximately 4,700 as originating or leaving the area at the Yolo County line.

For the year 2025, the assignment of the MTC truck trip table to the network produced an estimate of approximately 8,650 internally generated truck trips. The growth factor of 1.82 for IX truck trips was applied to the 4,700 IX truck trips in 2000, yielding an estimate of 8,550 IX trips in 2025.

Using the above data, the resultant growth factor for all trucks on I-80 between I-680 and SR 12 east is approximately 1.70.

Table 5 below documents the detailed computations.

Year	Total Trucks	MTC Internal	Derived IX Trucks	IX Growth Factor
2000	10,100 ¹	5,416 ²	4,684	
2025	17,177	8,639 ²	8,538	1.8227 ²
Truck Growth Factor: 2000-2025:				1.70

Sources: 1) Caltrans
2) MTC (Chuck Purvis)



SUBJECT SAMPLE SIZE FOR TRUCK STUDY JOB NUMBER _____
 SHEET NUMBER 1 OF 1
 MADE BY JDS DATE 5/8 CHECKED BY _____ DATE _____

DETERMINING A SAMPLE SIZE FOR PROPORTIONS:

BASED ON "THE HANDBOOK OF STATISTICAL METHODS FOR ENGINEERS AND SCIENTISTS (H.M. WADSWORTH, 1990) THE SAMPLE SIZE REQUIRED TO OBTAIN A SPECIFIED SAMPLING ERROR IN SIMPLE RANDOM SAMPLING CAN BE OBTAINED USING THE FOLLOWING EQUATION:

$$n_0 = \frac{z^2 P(1-P)}{A^2}$$

FOR THE TRUCK SCALE DATA,

$z = 2$ in relation to confidence interval

$P = 1/6$ (BECAUSE OF 6 POSSIBLE ~~WAYS~~ O-D PAIRS IN EACH DIRECTION)

$A = .05$ (SAMPLING ERROR LESS THAN .05 AT THE 95% CONFIDENCE LEVEL)

$$n_0 = \frac{2^2 (1/6)(1-1/6)}{(.05)^2} = 222$$

NOW, TO ~~TAKE~~ TAKE INTO ACCOUNT THAT THE POPULATION OF TRUCKS AT THESE SCALES IS NOT INFINITE, THE FOLLOWING EQUATION IS USED:

$$n = \frac{n_0}{1 + n_0/N}$$

WHERE $N =$ TOTAL POPULATION
 $= 5000$

$$n = \frac{222}{1 + \frac{222}{5000}}$$

$n =$ ~~222~~ 212

← SAMPLE SIZE REQUIRED FOR 95% CONFIDENCE



DATE: June 29, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Unmet Transit Needs

Background:

Six issues were identified in Solano County's FY2000-2001 Unmet Transit Needs Hearings, four of which were to be addressed in the Countywide Intercity Transit Study through the planning process. Last month the STA was formally advised by MTC that TDA funding for streets and road purposes would be withheld until the items were addressed in the planning process. Because the Transit Element of the 20-year plan will not be completed for a few more months, staff has asked the transit consultant (Wilbur Smith & Associates) to advance the completion of an analysis of these issues. The four items are listed below followed by an analysis of each by Wilbur Smith & Associates.

1. Need for reduction of headways (time between bus arrivals) on Fairfield-Suisun Transit Intercity Route 20, from one hour to one-half hour;
2. Need to expand the City of Dixon's paratransit to serve points in the Bay Area outside of Solano County, and the cities of Davis and Sacramento;
3. Fairfield-Suisun Transit, need for: (a) system wide reduction in headways; (b) earlier start times; (c) later end times; and
4. Need to implement public transit service between the Benicia Industrial Park and points in Solano County.

Discussion:

Route 20 Headways

Route 20 operates approximately 12 hours a day on hourly headways between Vacaville and the Solano Mall. FST has been considering integrating this route into Route 85. Route 20 is performing slightly above the minimum standard of 15 passengers per bus-hour of service set by FST. As such, increasing the headway to 30 minutes would likely drop the route below FST performance standards.

In addition to Route 20, this segment of the I-80 Corridor is also served by Routes 30, 40, and 92. Route 30 operates four roundtrips. Route 40 operates 4 ½ daily roundtrips. Route 92 provides ten daily roundtrips. Opportunities appear to exist to rationalize the schedules for these

three routes to provide the desired 30-minute headways during peak hours. At this time hourly service only appears warranted during the midday.

Following the opening in August of FST's new transit center, the performance of this route should be reviewed to determine if this new asset strengthens the support for 30-minute midday service.

Dixon Paratransit

Paratransit service is very costly to provide and for this reason is often restricted to disabled patrons. The larger the coverage area the more costly the service is to provide. ADA only requires that complementary paratransit services be provided where regular fixed route services are offered. Route 30 is the only bus route, which links Dixon to Davis and it is considered a commuter service rather than a regular service. Sacramento and other destinations not served by fixed route transit are not served, and according to ADA need not be served.

Because fixed route transit services are more cost efficient to provide, expansion of the Dixon paratransit service coverage area is not considered to be cost effective. Coordination between the paratransit and fixed route services is recommended. The coordination with fixed-route service should become more viable in the future as service levels on Route 30 are improved. These Route 30 improvements are currently under study by the Countywide Intercity Transit Study.

Fairfield-Suisun Transit, Expanded Hours and More Frequent Service

FST has established standards for its service deployment to ensure that it is cost effective. For local service its standards are for 25 boardings per vehicle hour of service. For intercity service this is defined as 15 boardings per vehicle-hour. FY 2000/2001 performance is reported to be 22.5 passengers/vehicle hour for local service and 10.1 passengers per vehicle hour for intercity service. Thus, existing service is performing below established standards.

Early morning and late evening services tend to be poorly utilized and would further depress the performance of FST service. Sunday service tends to be particularly poorly patronized. Effective service to atypical shift employment sites and weekend employment sites generally requires system operations, not just operation of a single route.

If Welfare to Work funding can be obtained for expanded hours and days of system wide operation, FST should expand its service. One lower cost option to expand coverage addressing the needs of college students would be to utilize one of FST's small paratransit vehicles for evening "scatter mode" service from the Solano Community College to Fairfield and Suisun destinations Route 85 currently connects the College to Vallejo destinations in the evenings. Since the scatter evening service focuses on one market, a partnership funding agreement seems logical. This option is under study.

Benicia Industrial Park Linkages to Solano County

The Benicia Industrial Park reportedly employs approximately two thousand people and is presently unserved by transit. It is nearly to Benicia's planned Lake Herman Road Intermodal station.

The Countywide Intercity Transit Element is in the process of defining the best strategy to connect Solano County intercity transit services to Benicia's planned intermodal hub. In the near term, this countywide connection will likely be in the form of I-680 bus service and eventually it is envisioned to be via passenger rail and regional bus services. Desirably, a partnership solution involving a privately sponsored Industrial Park shuttle bus service will evolve to connect the intermodal station and other regional transit connection points to Benicia Industrial Park employment sites. The Countywide Intercity Transit Element is also exploring off peak direction deployment of North Hills – Southampton Express buses to provide some coverage to the Benicia Industrial Park

The SolanoLinks Consortium and the STA TAC unanimously recommend that the above analysis of the four unmet transit needs be used as the response to MTC.

Recommendation:

Approve the analysis from the STA's transit consultant as a formal response to the four potential unmet transit needs as identified by MTC.



DATE: July 2, 2001
TO: STA Board
FROM: Robert Guerrero, Deputy Planning Assistant
RE: Draft Bay Area 2001 Ozone Attainment Plan Letter of Support

Background:

The Bay Area Ozone Maintenance Plan is designed to monitor the Bay Area region's air quality. The plan is also designed to provide contingency measures to maintain appropriate air quality ozone standards when pollutants in the air are extreme. The region's air quality is monitored by a 1-hour national ozone attainment standard that grades ozone and pollutants in the air.

In the summers of 1995 and 1996, the region failed to meet the 1-hour ozone attainment standard and, as a result, the U.S. Environmental Protection Agency (EPA) published a notice that revoked Bay Area Region's clean air status in July 1998. In 1999, the Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), and the Bay Area Air Quality Management District (BAAQMD) coordinated efforts to produce a revised Bay Area Ozone Attainment Plan as required by the EPA. The EPA disapproved the 1999 Attainment Plan and a new Draft Plan has been developed.

Discussion:

Since 1999 MTC, ABAG, and BAAQMD have focused their efforts to address the EPA's concerns. The "co-lead" agencies produced a draft 2001 Bay Area Ozone Attainment Plan with the new revisions from the 1999 Plan for review and approval by the EPA. Although unlikely, if the EPA rejects the 2001 plan, planned projects not in construction phase will be postponed until the new plan satisfies EPA's findings. Attached is a list of projects in the Bay Area region that can potentially be affected by the rejection of the 2001 plan.

At this time, the draft 2001 Bay Area Ozone Attainment Plan has workshops scheduled for July 18 and July 26. Written comments are also currently being accepted until July 16. MTC has indicated that there is significant public interest in the 2001 Plan. Staff recommends the STA Board write a letter supporting the 2001 Plan because of the potential risk of having certain projects in or adjacent to Solano County lapse for an indefinite period (i.e. Phase 2 & 3 of Hwy 37 and the new Benicia Bridge span). Staff also encourages member agencies to write individual letters supporting the 2001 Plan.

Recommendation:

Authorize STA Chair to sign a letter of support for the draft 2001 Bay Area Ozone Attainment Plan.

Attachment

Appendix A

TIP Projects Potentially at Risk From a Conformity Lapse^{1, 2}

County	Project
Alameda	<ul style="list-style-type: none"> • Rte. 84 Expressway on new alignment (Fremont, Union city, Hayward) • Hayward Bypass and connectors to I-580 (Rte. 238) • I-880 widening in Fremont, Newark, Union City • Rte. 238 Northbound widening (Rte. 580 to I-880, including I-880 auxiliary lane) • I-680 SB HOV lane Final project • I-880/Rte. 92 Interchange reconstruction for San Mateo Bridge
Contra Costa	<ul style="list-style-type: none"> • State Route 4 Bypass—Later phases • Phase III (parking expansion) of Martinez Amtrak station • I-680 HOV lanes from Marina Vista to North Main • I-680 Auxiliary lanes: Diablo to Bollinger
Marin	<ul style="list-style-type: none"> • US 101 Reversible HOV lane (Gap Closure)
Napa	<ul style="list-style-type: none"> • Rte. 29/Trancas Interchange in Napa • Maxwell Bridge replacement in Napa
Santa Clara	<ul style="list-style-type: none"> • I-880 widening-Bayshore to Montague • Rte. 85/87 connector ramps • Dixon Landing Rd. interchange modifications • Rte. 101 widening from 4 to 6 lanes (Rte. 85 to Cochrane Rd.) • Rte. 101 widening from 6 to 8 lanes for HOV (Rte 85 to Cochrane Rd) • Rte. 87 HOV lanes—later phases • Rte. 87 Guadalupe Freeway corridor—later phases • New light rail vehicles for Tasman, Capitol, Vasona corridors • Rte. 101/Bailey Avenue Interchange (Cisco Systems) • Vasona light rail corridor
SF	<ul style="list-style-type: none"> • None
San Mateo	<ul style="list-style-type: none"> • Bayfront Expressway extension in Menlo Park • Dumbarton—Bayfront Expressway Widening • Rte. 92 slow vehicle lane (Rte. 35 to I-280) • Rte. 101 auxiliary lanes (Marsh Rd. to Ralston)
Solano	<ul style="list-style-type: none"> • I-80 Interchange (Cherry Glen) • Rte. 37 widening • Rte. 29/37 Interchange • Green Valley Bridge expansion in Fairfield
Sonoma	<ul style="list-style-type: none"> • Rte. 101 HOV (Rte. 12 to Steele Lane)
Multi-County	<ul style="list-style-type: none"> • Caltrain Rapid Rail Improvements (expansion rolling stock) • Benicia Bridge

¹ Based on information as of June, 2001. Some projects may be able to proceed forward into construction prior to a conformity lapse (which could occur in January 2002) and thus would not be subject to delay.

² Listing only includes projects in current TIP. Potential additions to the TIP, which would be prevented by a conformity lapse, are not shown.

July 11, 2001

DRAFT

Ellen Garvey
Air Pollution Control Officer
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109

Re: San Francisco Bay Area 2001 Ozone Attainment Plan

Dear Ms. Garvey,

On behalf of the Solano Transportation Authority (STA), I am writing to convey support for the Draft San Francisco Bay Area 2001 Ozone Attainment Plan.

This plan is important for transportation in the San Francisco Bay Region and failure to approve the plan could have serious affects on Solano County transportation projects. The STA supports the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC), and the Association of Bay Area Governments (ABAG) joint efforts in developing this plan.

If you have any questions, please contact Dan Christians at (707) 438-0654.

Sincerely,

Marci Coglianesse, Chair
Solano Transportation Authority

Cc: Steve Hemminger, MTC
Eugene Leong, ABAG
Jean Roggenkamp, BAAQMD



DATE: July 2, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Jepson Parkway Project Status Report –
Screening Alternatives, Contract Amendments
With Jones and Stokes, Mark Thomas Associates and
Preliminary Funding Levels for 2002 STIP

Background:

Project development work on the Jepson Parkway Project includes the preparation of a Corridor EIS/R, development of updated cost estimates, development of an updated funding plan and implementation of projects with previous environmental clearance.

At the request of the FHWA, the Jepson Parkway Working Group has been participating in the initial phase of a formal scoping process with federal agencies that involves review and concurrence with the Purpose & Need, Screening Criteria for Alternatives, and the Project Alternatives to be evaluated in the EIS/R. The federal agencies involved in the process have all provided either a verbal or written concurrence, allowing the formal technical studies to proceed. An Alternatives Screening Report that documents this scoping process is available for review from STA staff.

Discussion:

1. Alternatives: The Alternatives Screening Report, which was approved by the Jepson Parkway Working Group, calls for the analysis of five "Build" alternatives in the EIS/R. The contract with Jones & Stokes, the environmental consultant for the project, calls for the analysis of two "Build" alternatives. The analysis of the additional three "Build" alternatives requires an amendment to the contracts of both Jones & Stokes and Mark Thomas & Company (for preparation of preliminary engineering plans for analysis in the EIS/R). An additional \$170,000 in budget will be required for the Jones & Stokes contract and an additional \$40,000 in budget for the Mark Thomas & Company contract. STIP funds were previously programmed in anticipation of this need in the 2001/02 fiscal year. A summary of the revised work program for the two contracts is attached.

2. Project Cost Estimates: Updated cost estimates have been prepared by Mark Thomas & Company for the 12-mile Jepson Parkway Project. The previous cost estimates were prepared in 1997 as part of the corridor Implementation Plan. The current cost (year 2001) of the base roadway project along the corridor is \$123 million, approximately \$49 million higher than the 1997 estimate. The reasons for the higher costs include a larger right of way, additional pavement and utility costs that were identified as a result of more detailed engineering efforts, higher unit costs, the addition of sound walls not previously included in the estimate, and inflation. The current shortfall of \$57 million in the base roadway project will be met through

the contribution of approximately \$43 million in state and federal funds identified in the RTP Track 1 for the Jepson Parkway Project and \$14 million in additional local funds. Additionally, \$14.1 million in Class 1 bike path and landscaping costs have also been identified. These costs will be funded separately through a mix of sources including TLC, CMAQ, TEA, and TDA funding programs. STA is currently pursuing approximately \$800,000 in TAC funds for a Class 1 bike path and landscaping on Segment 10 (Walters Road between Bella Vista and SR 12) to supplement the \$115,000 that has already been programmed.

The "Bridges Project", a safety and operational improvement project along a portion of Leisure Town Road in Vacaville, in the final states of right of way acquisition and construction is planned to begin in the spring of 2002.

3. 2002 RTIP Funds: Three preliminary funding levels for 2002 RTIP funds for the Jepson Parkway Project are identified in the enclosed table. The table contemplates programming from \$5 to \$10 million in the upcoming STIP cycle to the Jepson Parkway project for project development and construction activities.

On July 3, 2001, at 4:00 p.m., the STA Board Jepson Parkway Subcommittee is scheduled to review each of these documents. On June 21 and June 27, 2001 respectively, the Jepson Parkway Working Group and the STA TAC forwarded these documents to the STA Board for approval.

Recommendation:

1.) Approve the Alternatives Screening Report, 2.) Authorize the Executive Director to execute contract amendments with Jones & Stokes and Mark Thomas & Company pending allocation of RTIP funds, and 3.) Accept preliminary funding levels for 2002 RTIP funds for the Jepson Parkway Project.

Attachments

Jepson Parkway EIS/EIR Project Alternatives Screening Report

Summary

The Jepson Parkway NEPA-404 Group conducted an alternatives screening process pursuant to the NEPA-404 Integration Memorandum of Understanding (MOU). As a result of this consultation process, 6 of 11 alternatives that were taken into consideration during the screening process are recommended for detailed analysis in the Jepson Parkway EIS/EIR. No subsequent analysis of the remaining 5 alternatives is recommended. NEPA-404 participants have been asked to concur in this recommendation.

The alternatives recommended for study in the EIS/EIR are:

- No-Build Alternative,
- Jepson Parkway Concept Alternative,
- Jepson Parkway, Peabody/Airbase Alternative,
- Jepson Parkway, Peabody Road/Huntington Drive/Air Base Parkway/Walters Road Alternative,
- Jepson Parkway, East Tabor Extension Alternative, and
- Jepson Parkway, Peabody Road Improvements Alternative.

Alternatives for which no further analysis is recommended are:

- Transportation System Management Alternative,
- Limited Access Expressway Alternative,
- Mass Transit Alternative,
- North-of-Interstate 80 Alternative,
- East-of-Leisure Town Road Alternative (consisting of 2 alignment options)

These alternatives were initially considered but subsequently dropped from further consideration because they did not meet the project purpose and need, or were determined to be infeasible.

Nepa-404 Process

Alternatives screening for the Jepson Parkway Project has been conducted pursuant to the Memorandum of Understanding – National Environmental Policy Act and Clean Water Act Section 404 Integration Process for Surface Transportation Projects in Arizona, California, and Nevada (NEPA-404 Integration MOU) established in 1993. This MOU established a process for early coordination among departments of transportation and federal resource agencies in defining the purpose and need, establishing the criteria for evaluating and selecting alternatives, and setting the range of alternatives to be studied for surface transportation projects. The Jepson Parkway NEPA-404 MOU process was initiated in September 2000. Participants in the process are listed in table 1.

Table 1. NEPA-404 MOU Participants

Agency	Role
Federal Highway Administration (FHWA)	MOU signatory and National Environmental Policy Act (NEPA) Lead Agency
US Fish and Wildlife Service (USFWS)	MOU signatory
National Marine Fisheries Service (NMFS)	MOU signatory
US Army Corps of Engineers (USACE)	MOU signatory
US Environmental Protection Agency (EPA)	MOU signatory
California Department of Transportation (Caltrans)	Local Programs Administrator for FHWA
California Department of Fish and Game (DFG)	Permitting agency
San Francisco Bay Regional Water Quality Control Board (RWQCB)	Permitting agency
Solano County	California Environmental Quality Act (CEQA) Responsible Agency
Solano Transportation Authority (STA)	CEQA Lead Agency and project sponsor
City of Fairfield	CEQA Responsible Agency
City of Suisun City	CEQA Responsible Agency
City of Vacaville	CEQA Responsible Agency

Note that several of the participants are not NEPA-404 MOU signatories. The STA, Caltrans, and FHWA agreed that early involvement of all interested federal and state agencies would provide an important preview for non-signatory agencies that may be participating in the EIS/EIR process. The NEPA-404 participants conducted a series of meetings at which a project Purpose and Need Statement was drafted and adopted, criteria for screening alternatives and for selecting the preferred alternative were established, a set of preliminary alternatives to be considered was defined, and an alternatives screening process was established. Minutes of the NEPA-404 Group meetings are included as Appendix A, "NEPA-404 Group Meeting-Minutes". NEPA-404 signatories provided written concurrence on the project purpose and need, criteria for

alternative selection, range of alternatives to be included in the screening process, and alternatives to be studied in the EIS/EIR. Copies of the concurrence letters are included in Appendix B, "NEPA-404 Concurrence Letters".

Project Description and Purpose and Need Statement

The STA has identified the proposed action, known as the Jepson Parkway project, as a priority undertaking for Solano County. The project would provide a 4-lane parkway between Interstate 80 (I-80) in the City of Vacaville and State Route 12 (Highway 12) in Suisun City, consistent with adopted local plans.

Project Purpose

The proposed project would be designed to meet objectives of the Jepson Parkway Concept Plan (Concept Plan), which include: safety improvements at various locations and along various road segments; creation of advisory design guidelines that address linkages between future land use and transportation facilities; relief from existing and anticipated traffic congestion on north-south routes in Solano County; improved and new transit, bicycle, and pedestrian facilities; and a grade-separated crossing of the Union Pacific Railroad (UPRR).

Implementation of the Jepson Parkway project would assist STA in meeting the following specific purposes:

- provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of Solano County along the corridor as an alternative to using I-80;
- provide local traffic with a safe, convenient route between Vacaville, Fairfield, Suisun City, and unincorporated areas of Solano County along the corridor using existing roadways when feasible; and
- enhance multimodal transportation options for local trips in central Solano County, including providing a safe and convenient multiuse path and increasing transit use in the area.

Project Need

The Jepson Parkway project is needed to:

- address existing and future traffic congestion for north-south mobility in central Solano County;
- improve existing and future roadway safety along the corridor;

- accommodate traffic associated with future planning growth, as identified in the following adopted local plans: Metropolitan Transportation Commission's 1998 Regional Transportation Plan, Vacaville's 1990 General Plan, Fairfield's 1992 General Plan, Suisun City's 1992 General Plan, and Solano County's 1995 General Plan;
- relieve existing and future (2001–2020) traffic congestion on I-80; and
- support future multimodal transit options and bicycle and pedestrian use.

Alternatives Considered in the Screening Process

The NEPA-404 Group considered a full range of alternatives. Alternatives were suggested by community members at the public scoping meeting conducted in August 2000, identified through previous planning efforts such as the Concept Plan, or proposals from group members.

Eleven alternatives were subjected to a screening process using screening criteria adopted by the NEPA-404 group. The criteria are identified on the screening matrix included in Appendix C, "Alternatives Screening Matrix." A brief description of the alternatives included in the initial screening process follows.

1. **No-Build Alternative.** Planned and funded improvements within the Jepson Parkway corridor (i.e., widening of Leisure Town Road, Walters Road, and portions of Peabody Road) would be constructed, but a continuous arterial roadway with pedestrian/bicycle facilities would not be constructed. Ongoing maintenance of existing roadways would continue.
2. **Transportation System Management Alternative.** This alternative would consist of low-cost capital improvements to improve the function of the existing roadway and transit systems. Improvements would include extension of pedestrian/bicycle facilities along existing roadways within the Jepson Parkway corridor and provision of additional bus transit services within the corridor. The Transportation System Management Alternative could apply to several different alignments using existing roadways, including but not limited to (from north to south) Leisure Town Road, Vanden Road, Peabody Road, Cement Hill Road, Air Base Parkway, and Walters Road.
3. **Limited Access Expressway Alternative.** This alternative would construct an expressway along the length of the Jepson Parkway corridor. The expressway would maximize traffic-carrying capacity within the corridor by limiting the number of access points along a 4lane roadway. The number of existing driveways and cross streets would be consolidated by constructing access roads parallel to the expressway or by constructing grade separations at high-volume intersections. The Limited Access Expressway Alternative could apply to several different alignments using existing roadways, including but not limited to (from north to south) Leisure Town Road,

Vanden Road, Peabody Road, Cement Hill Road, Air Base Parkway, and Walters Road.

4. **Jepson Parkway Concept Alternative.** This alternative would construct a 4-lane divided arterial roadway the length of the Jepson Parkway corridor, including the extension of Walters Road. It is based on STA's Concept Plan.

In 2000, STA, Solano County, and the cities of Vacaville, Fairfield, and Suisun City completed the Concept Plan. This plan was developed to provide intra-county mobility for Solano County residents. The plan calls for upgrades to and linkages between a series of local roads to provide a north-south travel route for residents who face increasing congestion when traveling between jurisdictions in central Solano County. The Concept Plan focuses on improvements to (from north to south) Leisure Town Road, Vanden Road, Cement Hill Road, and Walters Road; it includes construction of a northern extension of Walters Road between Cement Hill Road and the Air Base Parkway/Walters Road intersection.

The Jepson Parkway Concept Alternative would include a continuous pedestrian/bicycle path, linkages to existing and planned transit services, landscaping, and parallel access roads along portions of the alignments to serve existing or previously approved residential development.

5. **Jepson Parkway, Peabody Road /Air Base Parkway Alternative.** This alternative would construct a 3- and 4-lane divided arterial roadway along the length of the Jepson Parkway corridor. The alternative differs from the Jepson Parkway Concept Alternative in Fairfield between the Vanden Road/Cement Hill Road intersection and Walters Road/Air Base Parkway intersection. The Peabody/Air Base Alternative would continue south as a 3- or 4-lane divided parkway on Peabody Road from the Vanden/Peabody intersection to the Peabody/Air Base Parkway intersection, which would include 3 left-turn lanes. A grade-separated crossing of the UPRR would be constructed just south of the Peabody/Vanden intersection. From the Peabody/Air Base intersection, the route would turn west onto Air Base Parkway and continue as a 4-lane divided parkway along Air Base Parkway to its intersection with Walters Road. From this point, the route would continue south on Walters Road to Highway 12, consistent with the Concept Plan.

This option would include a continuous pedestrian/bicycle path, linkages to existing and planned transit services, landscaping and parallel access roads along portions of the alignments to serve existing residential development.

6. **Jepson Parkway, Peabody Road/Huntington Drive/Air Base Parkway/Walters Road Alternative.** This alternative would construct a 4-lane divided arterial roadway the length of the Jepson Parkway corridor. This alternative differs from the Jepson Parkway Concept Alternative in Fairfield between the Vanden Road/Cement Hill Road intersection and Walters Road/Air Base Parkway intersection. This alternative route would continue south on Peabody Road from the Vanden/Peabody intersection to the Peabody/Huntington Drive intersection; a grade-separated crossing of the UPRR would be constructed just south of the Peabody/Vanden intersection.

At the Peabody/Huntington intersection, the route would follow Huntington Drive or a new roadway constructed parallel to Huntington Drive and the UPRR tracks southwest to Walters Road. From this point the route would continue south on Walters Road to Highway 12, consistent with the Jepson Parkway Concept Alternative.

This alternative would include a continuous pedestrian/bicycle path, linkages to existing and planned transit services, landscaping and parallel access roads along portions of the alignments to serve existing residential development

7. **Jepson Parkway, East Tabor Extension Alternative.** This alternative would construct a 4-lane divided arterial roadway the length of the Jepson Parkway corridor. The alignment would differ from the Jepson Parkway Concept Alternative in Fairfield between the Vanden Road/Cement Hill Road intersection and East Tabor Road/ Walters Road intersection. From Cement Hill Road/Vanden Road, the route would continue south on Peabody Road to its terminus at Air Base Parkway. This alternative would require construction of a grade-separated crossing of the UPRR just south of the Peabody/Vanden intersection. From this point a new section of road would be built to the south and west, and would eventually connect with the current eastern terminus of East Tabor Avenue (at the Walters Road/East Tabor intersection). From this point, the route would follow Walters Road to Highway 12, consistent with the Jepson Parkway Concept Alternative.

This alternative would include a continuous pedestrian/bicycle path, linkages to existing and planned transit services, landscaping, and parallel access roads along portions of the alignments to serve existing residential development

8. **Jepson Parkway, Peabody Road Improvements.** This alternative would construct a 4- or 6-lane divided arterial roadway along the length of the Jepson Parkway corridor. The alignment would differ from the Jepson Parkway Concept Alternative in Vacaville between I-80 and Vanden Road. Instead of starting at the Leisure Town Road interchange, this alternative would begin at the I-80/Peabody Road interchange. The route would extend south on Peabody Road to Vanden Road, where it would proceed in either of these 2 directions:
 - a. Continue south on Peabody Road to Air Base Parkway, then west on Air Base Parkway to Walters Road. This would require construction of a grade-separated crossing of the UPRR just south of the Peabody/Vanden intersection.
 - b. Follow Cement Hill Road west to the Walters Road extension, then south on the extension to Walters Road at Air Base Parkway.

From the Walters Road/Air Base Parkway intersection, the route would continue south on Walters Road to Highway 12, consistent with the Jepson Parkway Concept Alternative.

This alternative would include a continuous pedestrian/bicycle path, linkages to existing and planned transit services, landscaping, and parallel access roads along portions of the alignments to serve existing residential development.

9. **Mass Transit Alternative.** This alternative would construct an arterial roadway within the Jepson Parkway corridor. This would be accomplished by construction of new 2-lane roadways, widening existing roadways to 4 or 6 lanes, or a combination of new construction and improvements to existing roadways. It would dedicate 1 lane in each direction to exclusive high-occupancy vehicle (buses, vanpools, and carpools) use during peak commute periods. The Mass Transit Alternative could apply to any alignment along the Jepson Parkway corridor.
10. **North-of-Interstate 80 Alternative.** This alternative would construct a new 2- or 4-lane divided arterial roadway between Vacaville in the vicinity of the I-80/Leisure Town Road interchange to Fairfield in the vicinity of the I-80/Highway 12 interchange. This new connection would essentially parallel I-80 on its north side and use existing roads where feasible.

This alternative would include a continuous pedestrian/bicycle path, linkages to existing and planned transit services, landscaping, and parallel access roads along portions of the alignments to serve existing residential development.

11. **East-of-Leisure Town Road Alternative.** This alternative would construct a divided arterial roadway the length of the Jepson Parkway corridor. It would differ from the Jepson Parkway Concept Alternative in Vacaville between I-80 and the Leisure Town Road/Alamo Drive intersection. This alternative would follow either of these 2 directions:
 - a. Begin as a 4-lane arterial roadway at the I-80/Leisure Town Road interchange and travel south on Leisure Town Road to approximately Ulatis Creek. At this point, the route would extend east, and a new 2-lane arterial roadway would parallel Leisure Town Road approximately 1,250 feet from the existing roadway. The new roadway would connect back to Leisure Town Road just south of Alamo Drive.
 - b. Begin at the I-80/Midway Road/ Weber Road interchange and continue south on a new 2-lane roadway that parallels the UPRR tracks. Portions of Meridian Road, a discontinuous road that extends south from the interchange, would be used as appropriate. This new roadway would be approximately 5,280 feet east of Leisure Town Road. The new roadway would connect back to Leisure Town Road just south of Alamo Drive.

Either option would include a continuous pedestrian/bicycle path, linkages to existing and planned transit services, landscaping, and parallel access roads along portions of the alignments to serve existing residential development.

Alternatives Not Considered in Detail

STA and other local planning interests, including the Metropolitan Transportation Commission and Sacramento Area Council of Governments, investigated other alternatives to the Jepson Parkway project during the planning process. Options north and west of Alternative 10 and east of Alternative 11(b) were not considered in detail for various reasons, including the potential for significant impacts related to growth inducement, biological resources, and land use.

Alternatives Screening

The NEPA-404 Group conducted alternatives screening using existing information sources and limited field surveys. The screening process is reported in the "Alternatives Screening Matrix" in Appendix C. The screening process considered 39 factors under 6 headings (Natural Environmental Effects, Physical Environmental Effects, Community Effects, Transportation Effectiveness, Engineering Feasibility, and Financial Feasibility) and rated alternatives for each factor using a qualitative range of +++ (*very positive effect*) to --- (*very negative effect*). The matrix ratings do not represent a conclusion about the potential effects by the NEPA-404 group, but rather reflect the group's understanding of the potential effects of the different alternatives based on readily available information.

Summary of Screening Results

The screening matrix was discussed at NEPA-404 group meetings in March and April 2001. A summary of the findings of the screening process for each alternative is presented here. Please refer to the matrix in Appendix C for detailed screening information.

1. **No-Build Alternative.** The general conclusion of the screening analysis was that the No-Build Alternative would have a neutral or no effect on environmental and community resources. It was noted that the no-build scenario might avoid inducement of population growth because to the existing transportation system's lack of capacity. The overall transportation effectiveness of the No-Build Alternative would be *negative* because the alternative would not address project purposes to provide continuous multimodal transportation options in central Solano County and would not address safety and congestion issues within the corridor.
2. **Transportation Systems Management (TSM) Alternative.** The TSM Alternative would generally have a *neutral or slightly negative effect* on natural, physical, and community environmental resources. The alternative would consist of minor improvements that could affect resources along the

edges of existing roadways. Transportation effectiveness varied by screening criteria. The TSM Alternative would make positive contributions to bicycle and multi-modal access within the corridor, but would have negative effects on emergency access to Travis Air Force Base (Travis AFB), and would likely contribute to future decline in traffic levels of service (LOS) on roadways within the corridor. The TSM Alternative was found to have an *overall negative* rating for engineering feasibility because it would not adequately address traffic safety deficiencies in the corridor. Feasibility of funding to implement the TSM Alternative was considered to be high.

3. **Limited Access Expressway Alternative.** The Limited Access Expressway Alternative was expected to have a *negative to very negative effect* on the natural environment because it would have a large footprint in sensitive locations to construct grade separations. Physical environmental effects were *very negative*, however, because the expressway alternative would have highly visible elevated structures resulting in visual/aesthetic changes. It was rated *very positive* for the ability to construct a consistent design theme along the length of the corridor. The alternative was ranked as *negative to very negative* under water quality and hydrology criteria because it would require considerable changes to drainage patterns that could result in water quality and hydrologic impacts. Community impacts were deemed to be *negative to very negative* because the expressway would divide existing communities, would increase noise, would not promote transit, and would be potentially growth-inducing. Transportation effectiveness would be *generally positive to very positive* with the exception of promoting transit and intermodal connections. Based on available information, the Expressway Alternative would also be rated as *very positive* for transportation effectiveness because it would provide a high LOS through the corridor. Financial feasibility was assumed to be low, given the costs to construct numerous grade separations along the corridor.
4. **Jepson Parkway Concept Plan Alternative.** The Jepson Parkway Concept Plan Alternative was rated as *somewhat negative to negative* for natural environment effects because it would widen and extend existing roadways, possibly into areas of sensitive habits. Physical environment effects were rated as *generally somewhat negative* with the exception of corridor streetscape design, which would result in a *very positive effect* because design standards included in the Concept Plan would be implemented. Community impact ratings varied. The Concept Plan Alternative would have *very positive effects* in the areas of planning consistency and transit-compatible land use concepts but would have *somewhat negative to negative effects* related to the potential displacements and utility disruptions required to construct the alternative. The Concept Plan Alternative rated *very positive* under all criteria for transportation effectiveness and engineering feasibility. Funding feasibility was rated as *medium*.
5. **Jepson Parkway, Peabody Road /Air Base Parkway Alternative.** The Jepson Parkway, Peabody Road/Air Base Parkway Alternative was rated as *slightly less negative* under natural environment criteria because it would avoid open space and potentially sensitive habitat between Air Base Parkway

and Cement Hill Road that would be affected by the Walters Road Extension portion of the Jepson Parkway Concept Plan Alternative. Physical and community environment effects would be similar to the Jepson Parkway Concept Plan Alternative. Transportation effectiveness of the Jepson Parkway Peabody/Air Base Alternative would be the same as for the Jepson Parkway Concept Plan Alternative. Engineering feasibility was rated lower for the Peabody/Air Base alignment because the feasibility of the UPRR grade separation could not be determined with the information available at the time alternatives screening was conducted. Financial feasibility was rated as *medium*.

6. **Jepson Parkway, Peabody Road/Huntington Drive/Air Base Parkway/Walters Road Alternative.** This alternative assumes an alignment along Huntington Road between Air Base Parkway and Cement Hill Road. The Huntington Road Alternative was rated the same as the Peabody Road/Air Base Parkway Alternative for natural and physical environment effects. It would have similar community effects, except for *negative effects* resulting from inconsistency with adopted plans and policies. Transportation effectiveness would be the same as for the Peabody Road/Air Base Parkway Alternative. Engineering feasibility would be similar to the Peabody Road/Air Base Parkway Alternative. Financial feasibility would be *medium*.
7. **Jepson Parkway, East Tabor Extension Alternative.** The East Tabor Extension Alternative would have *slightly more negative* natural environment effects than the Peabody Road/Air Base Parkway Alternative because sensitive habitats are likely to exist within the extension footprint. Physical environment and community effects would be similar to the Jepson Parkway Concept Plan Alternative. Transportation effectiveness would be the same as for the Peabody Road/Huntington Drive/Air Base Parkway/Walters Road Alternative. Engineering feasibility was rated as *generally positive to very positive* and ranked lower than other alignment options because the Walters Road/Air Base Parkway intersection would not be improved. The financial feasibility was rated as *medium*.
8. **Jepson Parkway, Peabody Road Improvements Alternative.** This alternative would have natural environment effects similar to the other Jepson Parkway Concept Plan alignment alternatives. Physical environment effects would also be similar to the other Jepson Parkway Concept Plan alignment options. Community effects would be similar to other Jepson Parkway Concept Plan alignment options, except residential displacements would likely be numerous. Transportation effectiveness would be the same as the Jepson Parkway Concept Plan Alternative. Engineering feasibility would be similar to the Jepson Parkway Concept Plan alignment options, except that elimination of the traffic safety improvements on Vanden and Leisure Town Road would result in a *negative* rating. Financial feasibility was rated *medium*.
9. **Mass Transit Alternative.** The Mass Transit Alternative would be constructed within the Jepson Parkway Concept Plan Alternative alignment and would have the same natural environment effects as the concept plan.

Physical environment effects would vary, but would be *generally slightly negative* because of water quality and hydrology effects. *Positive* physical environment effects due to aesthetics and air quality would be expected to result from the Mass Transit Alternative. Community effects of the Mass Transit Alternative would be similar to the Jepson Parkway Concept Plan Alternative, although it would not be consistent with local planning. Transportation effectiveness of the Mass Transit Alternative would be *generally positive*, although it would not provide pedestrian/non-motorized access. Engineering feasibility was rated as *positive*. Financial feasibility was rated *medium*.

10. **North-of-Interstate 80 Alternative.** The North-of-Interstate 80 Alternative was rated as *negative* for natural environment effects because it would require construction of new roads through oak woodlands and would likely require numerous stream crossings. Physical environment effects were rated as *generally negative to very negative* with the exception of aesthetic effects. Community effects were rated *negative to very negative* because the alignment would open new areas to development, would not serve the Central Solano County transportation corridor, and would be inconsistent with recent corridor planning. Transportation effectiveness was rated *very negative* because the North-of-Interstate 80 Alternative would not address the north-south transportation needs in Central Solano County. Engineering feasibility was rated *very negative* except for the capability to use consistent design standards along the alignment. Financial feasibility was rated *low* because of potentially high costs for earthwork in the hilly terrain.
11. **East-of-Leisure Town Road Alternative** – This alternative has 2 alignment options, the first approximately 1,250 feet east of and parallel to Leisure Town Road and the second 5,280 feet east of Leisure Town Road. Both alignment options would have *very negative* natural and physical environment effects because the alignments would be east of existing or planned areas of development in potentially ecologically sensitive areas and agricultural areas. Community effects would be *generally negative* because the alignments would be east of the communities proposed to be served by the Jepson Parkway project. Transportation effectiveness of the East-of-Leisure Town Road Alternative options would be *generally positive* because either could provide acceptable LOS and multi-modal opportunities, even though the alignments would be removed from the communities the project is intended to serve. Engineering feasibility was rated as *positive to very positive* because the alignments would be mostly in flat areas currently in agricultural use. The alignment option nearest Leisure Town Road was rated *medium* for financial feasibility and the easternmost alignment option was rated *low* for financial feasibility.

Project Purpose and Need Achievement

Each of the alternatives was considered for its ability to achieve the project purpose and need. This simplified assessment used information obtained through the screening process. Table 2 summarizes the ability of the alternatives to meet the project purpose and table 3 summarizes the ability of the alternative to address project needs.

Table 2. Project Purpose Achievement Comparison

Alternative	Integrated and continuous route for local north-south trips along the corridor as an alternative to using I-80	Safe, convenient route for local traffic along the corridor using existing roadways when feasible	Enhance multimodal transportation options for local trips in central Solano County, including a multiuse path and increasing transit use in the area
No Build	No	No	No
Transportation System Management	No	Yes	No
Limited Access Expressway	Yes	Yes	No
Jepson Parkway Concept Plan	Yes	Yes	Yes
Jepson Parkway, Peabody Road/Air Base Parkway	Yes	Yes	Yes
Jepson Parkway, Peabody Road/Huntington Drive/Air Base Parkway/Walters Road	Yes	Yes	Yes
Jepson Parkway, East Tabor Extension	Yes	Yes	Yes
Jepson Parkway, Peabody Road Improvements	Yes	Yes	Yes
Mass Transit	Yes	Yes	No
North of Interstate 80	No	No	No
East of Leisure Town Road	Yes	No	No

Table 3. Project Need Achievement Comparison

Alternative	Address existing and future traffic congestion for north-south mobility in central Solano County	Improve existing and future roadway safety along the corridor	Accommodate traffic associated with future planning growth, as identified in the adopted local plans	Provide local traffic route along the corridor using existing roadways when feasible	Support future multimodal transit options and bicycle and pedestrian use
No Build	No	No	No	Yes	No
Transportation System Management	No	No	No	Yes	No
Limited Access Expressway	Yes	Yes	Yes	Yes	No
Jepson Parkway Concept Plan	Yes	Yes	Yes	Yes	Yes
Jepson Parkway,	Yes	Yes	Yes	Yes	Yes

Alternative	Address existing and future traffic congestion for north-south mobility in central Solano County	Improve existing and future roadway safety along the corridor	Accommodate traffic associated with future planning growth, as identified in the adopted local plans	Provide local traffic route along the corridor using existing roadways when feasible	Support future multimodal transit options and bicycle and pedestrian use
Peabody Road/Air Base Parkway					
Jepson Parkway, Peabody Road/Huntington Drive/Air Base Parkway/Walters Road	Yes	Yes	Yes	Yes	Yes
Jepson Parkway, East Tabor Extension	Yes	Yes	Yes	Yes	Yes
Jepson Parkway, Peabody Road Improvements	Yes	Yes	Yes	Yes	Yes
Mass Transit	No	Yes	No	Yes	No
North-of-Interstate 80	No	No	No	No	Yes
East-of-Leisure Town Road	No	No	No	No	Yes

Findings and Recommendations

The NEPA-404 Group conducted a series of meetings at which alternatives were defined and screened (see meeting minutes in Appendix A). Based on the information presented in the screening matrix (Appendix C) and recommendations from NEPA-404 participants, the following conclusions were reached:

The No-Build Alternative does not meet project purpose and need but is a requirement for NEPA and CEQA analysis. Therefore, it is recommended that the No-Build Alternative be studied in detail in the Jepson Parkway EIS/EIR.

The TSM Alternative would have relatively low potential for environmental and community effects but would provide limited transportation benefits. The TSM Alternative would not address the project purpose and would provide very limited response to the project need. The TSM Alternative was recommended for withdrawal from further detailed consideration in the Jepson Parkway EIS/EIR.

The Limited Access Expressway Alternative was determined to have considerable negative environmental and community effects and would be expensive to construct. Although it would address most components of the project purpose and need, the Limited Access Expressway Alternative was considered to be inconsistent with the concept plan goals to provide a continuous

arterial roadway that could be integrated into the central Solano County communities without creating a physical barrier. Therefore, the Limited Access Expressway Alternative was recommended for withdrawal from further detailed consideration in the Jepson Parkway EIS/EIR.

The Jepson Parkway Concept Plan Alternative and the alignment options to the Concept Plan (alternatives using Peabody Road/Air Base Parkway, Huntington Drive, East Tabor Extension or Peabody Road) were determined to be generally consistent with Concept Plan goals. The alternatives would be expected to have a similar range of very positive to negative effects for environmental and community effects. Transportation effectiveness and engineering feasibility would vary slightly among the Concept Plan alternatives. They were determined to be generally positive. All of the Concept Plan Alternatives would meet the project purpose and need. Therefore, each of the Concept Plan Alternatives was recommended for detailed study in the Jepson Parkway EIS/EIR.

The Mass Transit Alternative was determined to have similar environmental and community effects to the Jepson Parkway Concept Plan Alternative, although it would not support pedestrian/non-motorized linkages through the corridor. The Mass Transit Alternative did not include a continuous pedestrian/bicycle path along the length of the corridor because the alternative was defined to focus on mass transit facilities, not multi-modal strategies, to address corridor transportation issues. Multi-modal strategies, such as bicycle racks on buses, could be added to the alternative to provide pedestrian/non-motorized travel through the corridor. However, other multi-modal alternatives were defined and were included in the alternatives screening process. The Mass Transit Alternative would meet most of the project purposes, but would not address project needs to address existing and future traffic congestion, accommodate traffic associated with planned growth, or support future multi-modal options including pedestrian/non-motorized transportation. The Mass Transit Alternative was defined to include most of the features of the Jepson Parkway Concept Plan Alternative, notable differences being designation of the additional traffic lane for HOV use during morning and evening peak traffic periods and elimination of the pedestrian/bicycle path. Comparison of the two alternatives led to the conclusion that a mass transit-only alternative would provide few if any benefits beyond those that would be provided by the multi-modal Jepson Parkway Concept Plan Alternative. Multi-modal features of the Jepson Parkway Concept Plan include a continuous pedestrian/non-motorized path and linkages to transit routes and the proposed rail transit station. Therefore, the Mass Transit Alternative was withdrawn from further consideration in favor of the alternatives in the Jepson Parkway corridor containing multi-modal features.

The North of Interstate 80 Alternative was determined to have negative environmental and community effects and was rated negative for transportation effectiveness, engineering feasibility, and funding feasibility. The North-of-Interstate 80 Alternative would not meet the project purpose and need, because it would not address transportation issues in the Central Solano County corridor. Therefore, it was recommended that the North-of-Interstate 80 Alternative be withdrawn from further detailed consideration in the Jepson Parkway EIS/EIR.

The East-of-Leisure Town Road Alternative, including 2 alignment options, was determined to have negative environmental and community effects because it would place new roadway segments in undeveloped areas of the county. Transportation effectiveness and engineering feasibility were rated as generally positive. However, the location of the alternative to the east of the communities proposed to be served by the Jepson Parkway project resulted in an inability for the alternative to meet the project purpose and need. Therefore, it was recommended that the East-of-Leisure Town Road Alternative, including the 2 alignment options, be withdrawn from further consideration in the Jepson Parkway EIS/EIR.

At the conclusion of the screening process, NEPA-404 Group participants were asked to concur with the findings of the alternatives screening process (see Appendix B).

JEPSON PARKWAY PROJECT FUNDING

PROJECT COSTS

BASE ROAD PROJECT COSTS:

□ FULL FOUR-LANE FACILITY:	\$121.0 million
□ ADDED COST FOR I-80/LEISURE TOWN INTERCHANGE:	<u>2.0 million</u>
TOTAL COST	\$123.0 million
□ DEFER WIDENING OF SEGMENTS 3 & 4:	<\$14.9 million>
ADJUSTED COST	\$108.1 million

What is Included:

- Construction of 4-lane facility for all segments except Segment 3 (Leisure Town Road Extension) and Segment 4 (Vanden Road).
- Segment 3 activity includes right-of-way acquisition for 4-lane facility.
- Segment 4 activity includes right-of-way acquisition for 4-lane facility and construction of widened 2-lane facility with shoulders and median.
- Sound walls in Segments 2 (Leisure Town Road) and 9 (Walters Road).

What is Not Included:

- Widening of Segments 3 and 4 to four lanes.
- Other Non-Road Costs at a total of \$17.3 million.

OTHER NON-ROAD COSTS:

▪ Class I Bike Path & Landscaping for Segments 2-4, 6, 7, 9 & 10:	\$14.1 million
▪ Railroad Crossing Upgrade for Segment 8:	0.3 million
▪ Fiber Optic for all segments:	0.9 million
▪ Pole Relocation for segments 2, 3, 6 & 9:	2.0 million

PROJECT FUNDING

FUNDING SHORTFALL:

- FUNDING SHORTFALL FOR BASE PROJECTS: \$71.9 million

(Note: includes \$2.0 million in recently identified shortfall for I-80/Leisure Town Interchange.)

STRATEGY FOR ADDRESSING SHORTFALL:

- DEFER WIDENING OF SEGMENTS 3 & 4 TO 4 LANES: <\$14.9 million>
- REMAINING SHORTFALL: \$57.0 million

- PROPOSED NEW FUNDING IN RTP TRACK 1:
 - \$42.9 million in state/federal funds
 - \$14.1 million in local funds

Jepson Parkway EIS/EIR Project
Comparison of Program and Project Level Environmental Documentation

Task	Program Level Budget	Project Level Budget	Variance	Rationale for Budget Expansion
Task A-1: Coordination 5 Working Group Meetings				
Task A-2: Preliminary Environmental Studies & Early Consultation Meeting				
Task A-3: Field Studies & Constraints Analysis				
Task A-4: Preliminary Traffic Analysis (Fehr & Peers)				
Task B-1: Coordination w/ Agencies & 10 Monthly Working Group Meetings	\$ 14,752.00	\$ 21,932.00	\$ 7,180.00	10 additional Working Group Meetings and other coordination
Task B-2: Public Notices			\$ -	
Task B-3: Public Scoping Meeting (1)			\$ -	
Task B-4: Draft Technical Studies				
Task B-4.1: Biological Resources	\$ 7,228.00	\$ 21,300.00	\$ 14,072.00	Additional alternatives, increased surveys, project level mitigation concepts
Task B-4.2: Community Impact Assessment	\$ 23,119.00	\$ 10,050.00	\$ (13,069.00)	Additional alternatives, increased developed areas affected, DRIS required
Task B-4.3: Noise Study	\$ 18,692.00	\$ 13,100.00	\$ (5,592.00)	Additional alternatives, increased numbers of receptors, project level abatement measures
Task B-4.4: Air Quality Study	\$ 12,691.00	\$ 15,620.00	\$ 2,929.00	Additional alignments, project specific analysis, increased consultation and modeling
Task B-4.5: Transportation	\$ 16,758.00	\$ 50,630.00	\$ 33,872.00	Additional alternatives, NEPA/404 support, modeling support
Task B-4.6: Public Health and Safety	\$ 5,600.00	\$ 4,730.00	\$ (870.00)	Screening analysis provided support
Task B-4.7: Cultural Resources	\$ 2,571.00	\$ 53,230.00	\$ 50,659.00	Additional alternatives, individual building surveys required, additional structures reaching 45 years of age since 1999 estimate.
Task B-4.8: Water Resources and Floodplain Analysis	\$ 1,372.00	\$ 10,100.00	\$ 8,728.00	Additional alternatives. Assume that a very simple floodplain analysis will be required. No engineering.
Task B-4.9: Geologic Resources and Hazardous Materials	\$ 2,465.00	\$ 27,290.00	\$ 24,825.00	Additional alternatives for ISA, PSI required for project level document
Task B-4.10: Open Space and Recreation	\$ 2,410.00	\$ 11,320.00	\$ 8,910.00	Additional alternatives. Assume minimal involvement with existing public open space resources.
Task B-4.11: Visual Resources	\$ 5,678.00	\$ 12,190.00	\$ 6,512.00	Additional alternatives. Assume simple visual analysis and minimal number of photo simulations
Task B-5: Revised Technical Studies	\$ 17,283.00	\$ 27,035.00	\$ 9,752.00	Increased complexity of technical studies, additional comments anticipated

Jepson Parkway EIS/EIR Project
Comparison of Program and Project Level Environmental Documentation

Task B-6: Final Technical Studies	\$ 1,427.00	\$ 4,000.00	\$ 2,573.00	increased complexity of technical studies, additional comments anticipated
Task B-7: Administrative Draft Program EIR/EIS	\$ 26,191.00	\$ 35,400.00	\$ 9,209.00	Additional alternatives, project-specific discussions, description of construction period impacts, more detailed cumulative impacts analysis.
Task B-8: Revised Administrative Draft Program EIS/EIR	\$ 4,150.00	\$ 9,850.00	\$ 5,700.00	increased complexity of document
Task B-9: Public Draft Program EIS/EIR	\$ 2,165.00	\$ 8,930.00	\$ 6,765.00	Increased complexity of document
Task B-10: Coordinate Intergovernmental Review Process	\$ 465.00	\$ 7,320.00	\$ 6,855.00	NEPA/404 alternatives selection process is more complex and uses multiple factors identified during consultation process
Task B-11: Public Hearing (1)	\$ 1,944.00	\$ 6,205.00	\$ 4,261.00	Additional alternatives, more informational displays
Task B-12: Administrative Final Program EIS/EIR	\$ 27,589.00	\$ 9,705.00	\$ (17,884.00)	Assumed lesser controversy in selecting preferred alternative by use of NEPA/404 process.
Task B-13: Revised Administrative Final Program EIS/EIR	\$ 3,736.00	\$ 9,160.00	\$ 5,424.00	Increased document complexity. Assumes standard FHWA review based on FHWA EIS checklist.
Task B-14: Final Program EIS/EIR	\$ 1,932.00	\$ 6,865.00	\$ 4,933.00	increased document complexity
Task B-15: Mitigation Monitoring Program	\$ 2,289.00	\$ 4,995.00	\$ 2,706.00	Project specific mitigation concepts will need to be addressed. No complex mitigation assumed to be required.
Task B-16: Findings of Fact and Record of Decision	\$ 3,281.00	\$ 5,930.00	\$ 2,649.00	Project specific issues will need to be addressed.
Task B-17: Local Jurisdiction Briefings (5)	\$ 6,475.00	\$ 3,022.00	\$ (3,453.00)	Briefings to local jurisdictions, if required.
Task C-1: List of Requirements for Local Jurisdictions	\$ -		\$ -	Deleted
Task C-2: Training for Local Agencies	\$ -		\$ -	Deleted
Task O-1: National Register Eligibility Determinations	\$ -	\$ 33,670.00	\$ 33,670.00	Determinations of eligibility were not required for program level document but must be made for project specific document
Task O-2: Biological Assessment	\$ -	\$ 11,175.00	\$ 11,175.00	Project specific impacts must be addressed in USFWS consultation process
Task O-3: Section 404(b)(1) Analysis	\$ -	\$ 14,400.00	\$ 14,400.00	NEPA/404 process
Task O-4: Section 4(f) Evaluation	\$ -	\$ 10,180.00	\$ 10,180.00	Assume that additional alternatives may involve 4(f) resources
Direct Expenses	\$ 8,025.00	\$ 34,719.00	\$ 26,694.00	increased consultation, larger and more complex EIR/EIS printing costs, etc.
Total price	\$ 220,288.00	\$ 494,053.00	\$ 273,765.00	

Jepson Parkway EIS/EIR Project
Comparison of Program and Project Level Environmental Documentation

Budget Status

Current Contract Status		
Authorized Contract Amount (as of 6/19/01)		\$ 455,555.00
Expenditures to Date (as of 6/01/01)	\$ 209,497.00	
Unexpended Funds (as of 6/01/01)		\$ 246,058.00
Supplemental Budget Estimate		
Supplemental Budget Estimate to Complete and Circulate Project Level Draft EIS/EIR (April 2002)	\$ 130,213.25	
Supplemental Budget Estimate to Complete and Certify Project Level Final EIS/EIR (October 2003)	\$ 117,781.75	
TOTAL Estimated Supplemental Budget to Complete Project Level EIS/EIR (January 2004)		\$ 247,995.00

JEPSON PARKWAY PROJECT EIS/EIR ALTERNATIVE ALIGNMENT ANALYSIS

Mark Thomas & Co.

June 20, 2001

Mark Thomas & Co. has been requested to provide additional services related to the Jepson Parkway Plan Line studies. The additional services are necessary in order to evaluate alignment alternatives in the Jepson Parkway EIS/EIR document to the same level of detail. The additional work will involve the development and analysis of the following Alternatives that were developed as a part of preliminary planning, public participation and NEPA/404 processes:

Alternative 6 (Jepson Parkway with Huntington Improvements), approximately 1.25 miles of roadway widening or new alignment parallel to Huntington Drive

Alternative 7 (Jepson Parkway with E. Tabor Extension), approximately 1.5 miles of new four lane roadway

Alternative 8 (Jepson Parkway with Peabody Road Improvements), approximately 4.75 miles of roadway widening along Peabody from the intersection of Peabody and Elmira Road adjacent to I-80 south to the Peabody/Vanden/Cement Hill intersection.

The scope of work will vary somewhat with each alignment alternative. In general the scope includes the following items for each alternative:

Obtain air photo coverage	Mark Thomas & Co. will use high-level color air photos (maximum usable scale of 1:2000) or other local agency provided mapping as a background.
Review Traffic Data	Review available traffic reports and forecasts to determine necessary lane assignments, turning movements and stacking requirements
Gather ROW, Utility Data	Obtain existing Right of way and utility information from local agencies to determine existing Right of Way acquisition and utility
Develop Alignment	Layout preliminary plan alignment, looking to note potential fatal flaws. Calculate layout in AutoCAD format, showing proposed curbs and R/W, using either the color photo or local agency photo as a background
Coordinate	Discuss alignment and Parkway footprint with local agencies and with STA's environmental consultant (Jones & Stokes). This effort will be performed after JSA has determined environmental constraints such as wetlands, special status species habitat, historic properties, etc.
Refine Alignment	Refine the alignment as feasible to avoid or minimize impacts based on coordination noted above.
Prepare Cost Estimates	Prepare preliminary project cost estimates including order of magnitude utility relocation costs and land acquisition costs.



DATE: June 29, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: 2002 RTIP Program

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, sound wall 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 previous 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. Subsequent to the May TAC meeting, the CTC did not receive the revised fund estimate. The fund estimate will not be available until the July CTC meeting that is scheduled for the day after the STA Board meeting.

On June 13, 2001, the STA Board authorized staff to prepare funding recommendations for six project priorities with specific funding ranges:

Project	Funding Ranges
1. I-80/680 Interchange	\$10 - \$15 million
2. Jepson Parkway Project	\$5 - \$10 million
3. Vallejo Inter-modal Station	\$2.5 - \$5 million
4. Capitol Corridor Rail Service	\$2.5 - \$5 million
5. I-80/505 Weave Correction Project	0 - \$1 million
6. Local Road Rehabilitation Projects	\$1 - \$2 million
Total Range for all projects	\$21 - \$38 Million

Based on previous Board direction, a total of \$12.25 million 2002 RTIP funds have been committed to priority projects (\$10 million for I-80/680 and \$2.25 for Capitol Corridor Rail Service) and to support the STA's planning and project monitoring efforts (STIP PPM funds estimated at \$185,000 for the two year period and the STIP/STP swap \$320,000 for the same two year period).

Discussion:

For the past several months, staff has worked with various project sponsors to determine the level of 2002 RTIP funding needed in Solano County for each of the six priority projects. The following is the status of each project:

1. I-80/680 Interchange

The STA is currently updating the design for the entire interchange project. Currently, tier 2 analysis is underway with five project alternatives. The first phase of the project (auxiliary lane) is currently fully funded and under environmental study.

Last month, the STA Board approved a preliminary funding strategy for the project that includes allocating \$10 million. Staff recommends \$10 million in 2002 RTIP funds be allocated for this project.

2. Jepson Parkway

This project is currently engaged in the NEPA 404 process to prior to initiation into the environmental impact report/study. Currently, \$52 million has been allocated toward this project. The revised project cost estimates for the core project have increased to \$108 million (see agenda item VIII.A).

Staff recommends \$10 million in 2002 RTIP funds be allocated for this project.

3. Vallejo Intermodal Station

This project is currently in project design and is preparing to initiate the environmental process. The multi-modal project is one of the STA's three priorities for federal funds and is consistent

with the City of Vallejo's Short Range Transit Plan (SRTP) and the STA's Inter-City Transit Plan. As proposed, the project will support the Vallejo Baylink Ferry service, proposed Regional Express Bus and current Inter-city bus service, and will serve as key inter-modal hub for ridesharing, vanpooling, and as transfer point for local and intercity transit service. The emerging site plan is also considering future rail service from Napa County.

Staff recommends the allocation of \$5 million of 2002 RTIP funds subject to staff review of the project schedule and funding strategy for project completion.

4. Capitol Corridor Rail

At the request of the Capitol Corridor JPA, the STA Board established the implementation priorities for future rail stations serving the Capitol Corridor. In order, the Fairfield/Vacaville, Benicia and Dixon sites were prioritized for future service and the Board directed staff to develop a funding strategy to support moving forward all three sites for future rail service in the order of priority and for Capitol Corridor track improvements. Based on this STA Board policy direction, staff initially recommended \$5 million in 2002 RTIP funds be allocated for Capitol Corridor Rail Service in Solano County in the following manner:

1. **Fairfield/Vacaville Rail Station/Intermodal Site**
 - Project design \$125,000
 - Rail Site Construction \$2.25 million
 - Total \$2.375 million

2. **Capitol Corridor Track/Operational Improvements**
 - In support of priority site/Suisun site \$1 million

3. **Benicia Intermodal Site**
 - Project design \$125,000
 - Property acquisition/parking lot \$1.1 million
 - Total \$1.225 million

4. **Dixon Intermodal Site**
 - Phase II \$400,000

After further discussion with the STA TAC on June 27, it was recommended an additional \$500,000 be added for additional Capitol Corridor track improvements. With this change, staff recommends \$5.5 million be allocated for Capitol Corridor Rail Service.

5. Highway 80/505 Weave Correction Project

Caltrans is currently working on the project study report for the I-80/505 Weave Correction Project. The PSR is scheduled for completion in August 2001. This project is being targeted as an applicant for 2002 SHOPP funds. The City of Vacaville has requested the STA consider 2002 RTIP funds to improve the chances of this project receiving 2002 SHOPP funds.

Staff initially recommended \$500,000 in 2002 RTIP funds be allocated for this project. After further discuss with the STA TAC, it was recommended the amount be increased to \$1 million with the understanding that if the project fails to receive 2002 SHOPP funds the \$1 million will be allocated to the other five priority projects.

6. Local Road Rehabilitation Projects

Staff is working with local project sponsors to complete the allocation of federal cycle one (TEA 21) funds by September 30, 2001. Support for funding for Solano County's local roads is a high priority of the STA. Staff is working with the STA TAC to develop a funding formula to guide the future allocation of funds for local roads (see agenda item X.D).

Staff is recommending \$2 million in 2002 RTIP funds be allocated for local road rehabilitation. Similar to the allocation of \$1.142 million in RABA funds in 2001, staff is recommending project sponsors be limited to one project per agency.

The recommendation of 2002 RTIP funds for these six priority projects totals \$33.5 million. When the CTC releases the draft fund estimate, staff will review the estimate in relationship to the adopted STA 2002 RTIP program. If any modifications are needed based on significant increase or decrease in RTIP allocation for Solano County, staff will re-agendize this topic for additional STA Board consideration.

Recommendation:

Approve Solano County's 2002 RTIP Program allocations.

Attachment

2002 RTIP Program

	Project	Funding Ranges
1	I-80/680 Interchange *	\$10 million
2	Jepson Parkway Project	\$10 million
3	Vallejo Inter-modal Station	\$5 million
4	Capitol Corridor Rail Service	\$5.5 million
5	I-80/505 Weave Correction Project	\$1 million
6	Local Road Rehabilitation Projects	\$2 million

Total for all Projects

\$33.5 Million

* Approved, June STA Board Meeting



DATE: June 29, 2001
TO: STA Board
FROM: Marci Coglianese, STA Chair
RE: STA Annual Awards Program 2001

Discussion:

The Solano Transportation Authority will honor member agencies, partners, projects, employees, elected officials and volunteers at its 4th Annual Awards Ceremony that is scheduled for November 14, 2001. The event will be held at the Western Railway Museum at 5848 State Highway 12. As is normally the case, the event will begin immediately following the STA Board meeting.

Proposed categories:

- Advisory Committee Member of the Year
- Business of the Year
- Transit Employee of the Year
- Project of the Year
- Agency of the Year
- Partner of the Year
- Elected Official of the Year (new)

Timeline:

- Requests for Nominations Mailed August 15, 2001
- Nominations Returned September 25, 2001
- Executive Committee Review September 28, 2001
- Invitations Mailed October 17, 2001
-

Each member agency is encouraged to make nominations in each of these categories.

Fiscal Impact:

Proposed Budget: \$4,000. STA will seek sponsorships to afford the cost for this event

Recommendation:

Informational

Attachment

4TH ANNUAL STA AWARDS CEREMONY AWARD NOMINATION FORM



1. NOMINEE: (NAME AND ADDRESS OF INDIVIDUAL, FIRM, GROUP OR ORGANIZATION)

NOMINEE/CONTACT: _____

AGENCY/BUSINESS/PROGRAM/GROUP: _____

ADDRESS: _____

CITY: _____ ZIP: _____ PHONE: _____

2. DESCRIPTION OF PROGRAM/ACTIVITY/PROJECT: (DESCRIBE THE PROGRAM/ACTIVITY/PROJECT INCLUDING ANY SPECIFIC INFORMATION THAT MAY APPLY, SUCH AS THE NUMBER OF PEOPLE WHO WORKED ON THE ACTIVITY, NUMBER OF HOURS SPENT ON THE PROJECT, NUMBER OF PEOPLE SERVED OR AFFECTED. INDICATE WHETHER NOMINEE IS VOLUNTEER OR PAID. INCLUDE ANY PHOTOGRAPHS OR OTHER MATERIALS THAT WILL CONTRIBUTE TO MAKING FINAL DECISION)

3. DATE OF PROGRAM/ACTIVITY/PROJECT: (WHEN DID THIS PROGRAM TAKE PLACE? WHEN WAS IT COMPLETED? IF ONGOING, WHEN DID IT START?)

4. SIGNIFICANCE/RESULTS OF PROGRAM/ACTIVITY/PROJECT: (DESCRIBE THE CONTRIBUTION ON THE SOLANO TRANSPORTATION SYSTEM AND WHAT IMPACT THE PERSON/PROJECT HAD ON THOSE SERVED.)

5. PERSON SUBMITTING NOMINATION:

NAME: _____ PHONE: _____

TITLE: _____ ORGANIZATION: _____

ADDRESS: _____

CITY: _____ ZIP: _____

PLEASE RETURN BY SEPTEMBER 25, 2001
VIA FAX: 707.438.0656 - E-MAIL: JSELLSSTA@MGCI.COM
MAIL: 333 SUNSET AVENUE, SUITE 200, SUISUN CITY, CA 94585
FOR ADDITIONAL INFORMATION, PLEASE CALL 707.438.0655



DATE: July 2, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Highway 12 MIS Study

Background:

In June 2000, the STA commenced the Highway 12 Major Investment Study. The purpose of this study was to examine the existing and projected traffic conditions on this 19-mile corridor from the Sacramento River in Rio Vista to I-80. It considered various alternatives to address the 20-year transportation needs for the corridor, developed short and long-term improvement packages, and provided cost estimates and management practices to maintain an acceptable level of service through 2025.

A committee, consisting of Chair Marci Coglianese, Michael Segala, George Pettygrove and John Silva has met seven times. In addition, two public workshops were held – one in Rio Vista and one in Suisun City. The last committee meeting was held on June 22, 2001 to develop a recommendation on the MIS.

Discussion:

Copies of the draft "Highway 12 Major Investment Study and Project Study Report Equivalent", dated June 2001, have been released and circulated to the STA Board, committee members and participants under separate cover. Staff is waiting for official comments from Caltrans.

The study considered the following major alternative packages:

- Package 1. No Build
- Package 2. Transportation Demand Management
- Package 3. Safety Improvements
- Package 4. Near-Term Traffic Improvements
- Package 5. Passing Lane Installation
- Package 6. Long-Term Traffic Improvements

To serve the near-term traffic levels, the consultant, Korve Engineering, recommends that the following alternative packages be implemented:

NEAR TERM RECOMMENDATIONS - 2010

- Package 2 (TDM)
- Package 3 (Safety Improvements)
- Package 4 (Traffic Operations)

LONG TERM RECOMMENDATIONS - 2025

Package 2 (TDM)

Package 3 (Safety Improvements)

Package 4 (Traffic Operations)

Alternative 6 (Main-line Widening)

COST ESTIMATES

The capital costs of the near-term recommendations (packages 2, 3 and 4) are estimated to cost about **\$8.165** million and the long-term improvements (Package 6) are estimated at **\$126.8** million. Currently, there is about **\$35.2** million funded for various Caltrans SHOPP projects located along the corridor (and scheduled for construction between 2002 – 2006) including roadway rehabilitation, vertical curve correction, Round Hill Creek Bridge Replacement, shoulder widening and other related improvements to drainage, left turn lanes and intersections.

On June 22, 2001, the Committee reviewed the June Draft, formulated some final changes and requested a supplement be prepared. The Supplement is attached which includes the Executive Summary, revised cross-sections, revised cost estimates for each alternative and other changes to the recommendations.

The STA TAC has scheduled a special meeting to review and discuss the study on July 9, 2001 at 8:30 a.m. in Dixon City Hall.

Recommendation:

Approve the draft "Highway 12 Major Investment Study" and attached supplement dated July 2001.

Attachment

For an additional copy of the

Draft MIS for Highway 12

Please call Kim at the STA (707) 422-6491

EXECUTIVE SUMMARY

This Major Investment Study (MIS) and Project Study Report (PSR) Equivalent for State Route 12 (SR 12) has been prepared to identify the physical improvements and management practices necessary to appropriately serve future travel demand. The study corridor includes the portion of SR 12 between Interstate 80 and the Rio Vista Bridge. State Route 12 is an important east-west route connecting Sonoma, Napa, Solano, Sacramento, San Joaquin and Calaveras Counties. A two to four-lane roadway in the study area, SR 12 contains a mixture of freeway, two-lane highway, expressway and arterial sections. The facility serves many different users, including:

- Regional through trips and goods movement;
- Intercity travel;
- Commute traffic;
- Agricultural truck trips; and
- Recreational traffic, both local and regional in nature.

The MIS has not only been prepared to identify the type and size of roadway facility necessary to serve traffic levels forecast for the corridor as a whole. The study will also develop a phased implementation plan of near-term physical improvements and management practices to serve near term traffic levels. While the corridor does not currently experience regular periods of congestion and delay, except for the portion through downtown Rio Vista, travel demand forecasts predict that traffic will more than double in the next twenty years. If improvements are not made in the corridor, poor service levels and "stop-and-go" conditions are predicted for SR 12, particularly on the portion east of SR 113. The goals established at the beginning of the study were to:

- Improve the transportation network and goods movement;
- Effectively serve all facility users;
- Preserve and protect the environment; and
- Preserve travel safety.

Traffic operations throughout the study corridor were evaluated through the calculation of Levels of Service (LOS) at eight intersections and eight highway segments. Future traffic levels in the study corridor were evaluated using the Solano Transportation Authority's (STA) Travel Demand Model. This model has developed future traffic volume forecasts throughout Solano County based on the latest projections from the Association of Bay Area Governments (ABAG). The model forecasts traffic conditions in the evening peak hour of travel in the year 2025. Using this information, future traffic conditions on study facilities were evaluated for the following four scenarios:

1. Year 2010 Base Case;
2. Year 2010 High Rio Vista Bridge Alternative;
3. Year 2025 Base Case; and
4. Year 2025 High Rio Vista Bridge Alternative.

Future conditions are evaluated both with and without capacity enhancements across the Sacramento River at the Rio Vista Bridge. Model projections indicate that this link will operate at capacity in the year 2025 and future capacity enhancements may be necessary. Near term traffic projections for the year 2010 have been calculated assuming a linear growth in traffic from existing levels to levels projected to occur in the year 2025 by the STA model.

Alternative Packages

To serve future traffic levels and protect travel safety, six alternative packages were developed. These are briefly summarized below:

Package 1. No Build

Package 2. Transportation Demand Management

- 2a. Carpooling Program with Park and Ride Construction
- 2b. Local Shuttle Program
- 2c. Transit Service

Package 3. Safety Improvements

- 3a. Advance Flashers at Beck/Pennsylvania
- 3b. Left Turn Lanes & Accel/Decel Lanes at Lambie/Shiloh
- 3c. Traffic Signal at SR 113/SR 12
- 3d. Left Turn Lanes & Accel/Decel Lanes at Church Road
- 3e. Advance Flashers at Summerset Road
- 3f. Acceleration/Deceleration Lanes to/from the west at Railroad Museum

Package 4. Near-Term Traffic Improvements

- 4a. Geometric Improvements at SR 12/Pennsylvania
- 4b. Traffic Signal and Improvements at Lambie/Shiloh
- 4c. Traffic signal at SR 113/SR 12

Package 5. Passing Lane Installation

- 5a. New Passing Lanes – Postmiles 11.0 to 20.0
- 5b. New Passing Lanes – Postmiles 20.8 to 21.8

Package 6. Long-Term Traffic Improvements

- 6a. Widen to Four-Lanes from Rio Vista City Limit to River Road
- 6b. Widen to Six-Lanes from Interstate 80 to Webster/Jackson
- 6c. Install Median Barrier and Shoulders from Walters Road to Summerset Road
- 6d. Grade Separation at Pennsylvania Avenue
- 6e. Left Turn Lanes at Lambie/Shiloh
- 6f. Traffic Signal at Church Road
- 6g. Rio Vista Bridge

Alternatives Evaluation

Each of the six alternatives packages were reviewed in detail. This analysis included both near and long-term traffic operations analyses with and without each improvement alternative, as well as the preparation of planning level cost estimates. For each alternative an environmental screening analysis was also conducted in order to identify potential environmental issues and fatal flaws (if any). Finally, each alternative was quantitatively and qualitatively evaluated using the following criteria:

- Daily Vehicle/Person Trips Carried;
- Auto Travel Time Savings;
- Goods Movement Potential;
- Capital Cost;
- Operating Cost;
- Reduction in Automobile Vehicle Hours of Travel;
- Environmental Impacts;
- Ease of Implementation;
- Safety Enhancement; and
- Economic/Development Growth Potential.

The Alternatives Evaluation identified that Alternative Package 1, the No-Build Alternative, would not adequately serve near or long-term traffic levels in the study corridor, nor would the package remedy the existing identified accident problems. Alternative Package 2, the Transportation Demand Management Alternative, was also not found to adequately serve near or long-term traffic levels forecast to prevail on SR 12 from I-80 to the Sacramento River. While Alternative Package 3, Safety Improvements, would not provide the necessary additional capacity in the study corridor, it would eliminate the existing accident problems identified by the study.

The implementation of Alternative Package 4, Near-Term Traffic Improvements, would result in adequate operating conditions in the study corridor to the year 2010; however, post-2010, additional capacity enhancements are expected to be required. Alternative Package 5, Passing Lane Installation, was not found to adequately serve near or long term traffic conditions in the study corridor. Finally, only Alternative Package 6, Long-Term Traffic Improvements would result in adequate operating conditions under year 2025 traffic volumes.

Alternative Package Recommendations

Based on the Alternatives Evaluation, the following phased improvements are recommended to be carried forward by STA.

Near-Term Recommendations

To serve near-term traffic levels projected to occur in the year 2010, the following Alternative Packages are recommended:

- Alternative Package 2 (TDM);
- Alternative Package 3 (Safety Improvements); and
- Alternative Package 4 (Traffic Operations).

The combination of these three Alternative Packages will appropriately serve near-term traffic projections and resolve the identified safety issues in the study corridor.

Long-Term Recommendations

To serve long-term traffic levels projected to occur in the year 2025, the following Alternative Packages are recommended:

- Alternative Package 2 (TDM);
- Alternative Package 3 (Safety Improvements);
- Alternative Package 4 (Traffic Operations); and
- Alternative Package 6 (Main-Line Widening).

The combination of these four Alternative Packages will appropriately serve long-term traffic projections and resolve the identified safety issues in the study corridor.

IMPLEMENTATION AND NEXT STEPS

Short and long range planning for a corridor such as Highway 12 between Interstate 80 and the Sacramento River is an ongoing process that should be continuously monitored. This MIS is a snapshot in time, providing current recommendations to improve existing traffic conditions in the corridor as well as those improvements necessary to serve traffic forecasts for the corridor. However, land-use policies change frequently and periodically, traffic conditions in the study corridor must be revisited and recommendations revised, if necessary.

To ensure that the recommendations of this MIS are carried forward and that traffic conditions in the corridor are revisited periodically, the following monitoring program is proposed.

1. STA will monitor Caltrans' SHOPP program to ensure that the safety recommendations identified in the MIS (Alternative Package 3) are implemented by Caltrans.
2. STA will include the short and long-term recommendations (Alternative Packages 4 and 6) of this MIS into the Solano County Transportation Plan.
3. STA will pursue a planning grant a feasibility study to evaluate a potential long range capacity enhancement across the Sacramento River in Rio Vista.
4. STA will work to identify future funding sources to implement the short and long term recommendations (Alternative Packages 4 and 6) of the MIS.

5. Every 3-5 years, STA will comprehensively monitor existing and future traffic conditions through the study corridor to revisit the recommendations of this study.

ADDENDUM AND SUPPLEMENT

Subsequent to the submittal of the June 2001 MIS and PSR Equivalent for State Route 12 in Solano County, a number of modifications and additions have been made. The primary source of these modifications was the June 22, 2001 project Steering Committee meeting. The following changes, listed numerically, are made to the Draft MIS.

1. Add the attached list of participants.
2. Change cover to reflect July 2001.
3. Add the following to MIS cover "Funded by Caltrans District 4".
4. Page 31, Change Improvement 3f to include deceleration lanes into the Railroad Museum driveway from the west on Highway 12. This is in addition to the previously recommended acceleration lane out of the Railroad Museum to the west.
5. Page 38, Change cost of Improvement 3f to \$600,000.
6. Page 12, Fourth Paragraph, Second sentence – change "eastbound" to "westbound".
7. Page 31, Improvement 3c also includes costs for the provision of advanced warning beacons at the SR 113 intersection as part of signal installation.
8. Page 31, Improvement 4c also includes costs for the provision of advanced warning beacons at the SR 113 intersection as part of signal installation.
9. Page 33, The cross section associated with improvement 6a is revised to what is illustrated below. The improvement is also modified to extend from Rio Vista's western City limits to River Road.

Error! No topic specified.

10. Page 34, The cross section associated with improvement 6c is revised to what is illustrated below.

Error! No topic specified.

11. Page 38, Change cost of improvement 6a to \$29,100,000.
12. Page 38, Change cost of improvement 6c to \$66,100,000.
13. Page 34, Add the following text to the end of improvement 6c – "Prior to the installation of median barriers on Highway 12, Caltrans will likely require the installation and testing of intermediate measures to improve safety and reduce head-on accidents. These intermediate measures will include items such as the installation of median and shoulder rumble strips and/or the installation of a median separation. The testing of intermediate measures is necessary because median barriers have several disadvantages, such as: emergency vehicles cannot turn around except at barrier breaks, exposed barrier ends create accidents, accidents created by vehicles striking barrier and aesthetic degradation, among others."
14. Figure 11, Page 21, The Railroad Museum occurs at milepost 16. The scale on Figures 10, 11 and 12 is slightly incorrect. Because of this, the Railroad Museum's driveway is shown occurring east of milepost 16. The accident "hot spot" that is shown to occur at milepost 16, occurs at the Railroad Museum's driveway. The safety improvement proposed for this location speaks to this location with a history of frequent accidents.
15. Page 11, Note that the accident rates reported in Table 6 are "accidents per million vehicle miles".
16. Page 28, Ninth Paragraph, add the following "The City of Rio Vista currently provides a small general dial-a-ride service."
17. Page 49, Third Paragraph from bottom, Third sentence, change "1,500,000" to "15,000,000".
18. Page 58, Add the following to the end of MIS:

"IMPLEMENTATION AND NEXT STEPS

Short and long range planning for a corridor such as Highway 12 between Interstate 80 and the Sacramento River is an ongoing process that should be continuously monitored. This MIS is a snapshot in time, providing current recommendations to improve existing traffic conditions in the corridor as well as those improvements necessary to serve traffic forecasts for the corridor. However, land-use policies change frequently and periodically, traffic conditions in the study corridor must be revisited and recommendations revised, if necessary.

To ensure that the recommendations of this MIS are carried forward and that traffic conditions in the corridor are revisited periodically, the following monitoring program is proposed.

1. STA will monitor Caltrans' SHOPP program to ensure that the safety recommendations identified in the MIS (Alternative Package 3) are implemented by Caltrans.
2. STA will include the short and long-term recommendations (Alternative Packages 4 and 6) of this MIS into the Solano County Transportation Plan.
3. STA will pursue a planning grant a feasibility study to evaluate a potential long range capacity enhancement across the Sacramento River in Rio Vista.
4. STA will work to identify future funding sources to implement the short and long term recommendations (Alternative Packages 4 and 6) of the MIS.
5. Every 3-5 years, STA will comprehensively monitor existing and future traffic conditions through the study corridor to revisit the recommendations of this study."

List of Participants

Through their participation in the project, the following individuals were instrumental in the preparation of the State Route 12 Major Investment Study and Project Study Report:

Highway 12 MIS Subcommittee

Marci Coglianese, Subcommittee Chair, Councilmember, City of Rio Vista
George Pettygrove, Mayor, City of Fairfield
John Silva, Board Member, Solano County Board of Supervisors
Jim Spering, Mayor, City of Suisun City
Mike Segala, Councilmember, City of Suisun City

Others

Daryl Halls, STA
Dan Christians, STA
Robert Guerrero, STA
John Harris, STA
Randall Carlson, Bicycle Advisory Committee
Julian W. Carroll, Caltrans District 4
Katie Yim, Caltrans District 4
Cameron Oakes, Caltrans District 4
Mark Sooy, CHP
Gaylord Gee, CHP
Victoria Corona, CHP
Ron Hurlbut, City of Fairfield
Tom Bland, City of Rio Vista
Ashley Nguyen, MTC
Mike Reagan, Senate District 4
Paul Wiese, Solano County
Harry Englebright, Solano County
John Gray, Solano County
Richard Brann, Highway 12 Association
Jennifer Barton, Assemblymember Helen Thomson's Office
Mike Duncan, Suisun City
Paul Menaker, Korve Engineering
Bill Burton, Korve Engineering



DATE: July 2, 2001
TO: STA Board
FROM: Elizabeth Richards, Program Director
RE: Ridesharing Incentives

Background:

To increase the usage of carpooling, vanpooling, transit and bicycling, Staff has been looking into incentives for one or more of these modes. These would complement existing incentives offered through the SCI program and other agencies. The goal of any incentive program would be to increase alternative mode usage and minimize administrative costs.

Discussion:

Currently a variety of incentives are offered to non-drive alone Solano commuters. Some of these are provided by SCI, but many are offered by other agencies. To provide context to the proposed incentives, existing incentives were inventoried and are summarized on Attachment B. The incentives on Attachment B are grouped by mode. Ideas for potential incentives are summarized at the end of each table. They were prioritized into "A, B, and C" levels with "A" being the ones proposed for development. These were reviewed by the Consortium and STA TAC and both groups agreed with the staff recommendation.

The next step in developing the twelve "A" priority incentives (Attachment A) would be to evaluate them using the following criteria:

1. Direct cost to the SCI program budget (one-time and on-going)
2. Staff set-up and implementation administrative cost and time
3. Ease of administration
4. Complementing, not duplication of, existing incentives
5. Estimated effectiveness
6. Ability to monitor
7. Consistency with Staff funding contract priorities
8. Equity among modes and among vanpool types.

The initial implementation of incentives would be on a trial basis. The length of trial time is likely to depend on the amount of start-up time needed to implement an incentive program and may depend upon the amount of funds available for a given incentive. Funding will come from the Transportation for Clean Air (TFCA) funding source.

Recommendation:

Authorize staff to develop incentive programs for employer vanpools and bicycles as specified.

Attachment

ATTACHMENT A

Proposed Incentives to Explore and Develop

Target	Purpose/Description	Financial & Other Incentive
Vanpool Incentives		
A. Established Vanpools that cross Bay Area bridges	* To give vanpools same time savings as SOVs who use FasTrak at any time of the day on all bridges.	* Working with MTC and Caltrans to establish non-revenue FasTrak account. No direct cost to SCI; some administrative cost expected
A. Existing vanpool passengers	* To encourage more vanpool passengers to be a back-up vanpool driver to avoid driver burn-out and/or folding of vanpool for lack of a driver.	* Cost to SCI would vary depending upon incentive.
A. Start-up Vanpools	* For routes that have do not have built in demand, to facilitate the starting of a vanpool which does not have enough passengers to make it viable in the short-term while passengers are being recruited. Phase out incentive while passengers are being recruited.	* A seat subsidy during a start-up period. Cost would depend on number of eligible vanpools, subsidy time limit and amount.
A. Start-up Vanpools	* A public/private method of subsidizing vendor van starts and promoting local businesses (Jelly Belly test case). One-year “wrap” of established vendor vanpool w/origin or destination in Solano (one-year fare reduction) and create pool for up to one-year subsidy of start-up vendor vanpool to/from	* Subsidize lease cost during start-up period for vendor vanpools. Cost born by private sector. SCI assist with legwork of start up and identifying partners (businesses and vanpools).

	Solano County.	
A. Existing Vanpools	* To add value to vanpooling, develop public/private incentives via a "Vanpool Club".	* No cost to SCI if incentives donated by businesses interested in advertising to/supportive of vanpools via incentives (Steelheads example).
A. Vanpool Resuscitation	* To keep an established but struggling vanpool on the road when it may have otherwise folded.	* Short-term seat subsidy for a struggling vanpool to keep on the road. The subsidy would give a vanpool time to recruit more passengers and/or drivers or set up new vanpool lease.
A. Commuter Check – Vanpool Coordinators	* To increase the usage of Commuter Check by Solano/Napa vanpools.	* Up to a \$65 incentive is available to employees at companies who offer this benefit. May be used on vanpools who honor it. Educate vanpool coordinators and increase their acceptance of it. Amount of SCI incentive to vanpool unknown
Carpool Incentive		
A. Commuters willing to divert 5 minutes on their commute to carpool.	* Offer incentive to commuters who are drivers and new to ridematching database to improve potential for matches and increase carpooling.	* Cost to SCI would vary depending upon amount of incentive and number of respondents.
Bus Incentives		
A. Existing express bus riders originating in Solano – Commute Check promotion	* To increase express bus rider retention, promote Commuter Check incentive to riders to maximize their taking advantage of employer's Commute Check benefit or request it.	* On-going cost of up to \$65/month borne by employer or employee via pre-tax benefit program.
A. Local Employer	* To increase the usage of	* Up to \$65/month

Transportation Coordinators – Commuter Check	transit for local commuting by increasing local employer participation in Commuter Check as an outright benefit or pre-tax benefit by Solano and Napa employers through heightened promotion.	currently offered via pre-tax deduction or by employer. No SCI cost.
Bicycling Incentive		
A. New/existing bicycle commuting.	* To increase regular bicycling for commuting offer incentives	* Could be direct financial subsidy and/or discounts negotiated with bike shops and other related businesses.
Employer Incentive		
A. Solano Guaranteed Return Trip (GRT) Program	* To encourage the use of any alternative mode by Solano workers from employers participating in the GRT program. GRT program offers a free ride home (limited) in the case of emergencies to eligible commuters.	* The set-up of this program is funded. Ongoing cost of program will depend on level of participation; some funding for implementation is secured.

ATTACHMENT B

Incentives Inventory

Vanpool Incentives

Target	Purpose/Description	Financial & Other Incentive
Existing		
Vanpool Drivers	* Medical Check-up Reimbursement. To encourage compliance with State Law requirement and defray cost the first-time. Check up required every two years.	<ul style="list-style-type: none"> • Up to \$30 of out-of-pocket cost reimbursement. One time. • The amount could be increased or made available more frequently.
Vanpool Drivers	* Free Motor Vehicle Record (MVR) check and Sworn Statement Card. Annual driver check required by State Law and clean record required for inclusion in regional database.	<ul style="list-style-type: none"> • Save the \$5.00 cost if did this through DMV and save them the trip to the DMV. SCI will also forward to insurance provider upon request. • Could be done more quickly if SCI subscribed to Equifax.
Vanpools Crossing Bay Area Bridges	* To encourage HOV modes across bridges.	* Daily savings of \$1.85-\$2 and time-savings where exclusive HOV lane.
Start-up vanpools to specific areas (Contra Costa & San Mateo counties)	* To encourage the formation of vanpools to/from these counties.	* Incentives offered by agencies in these counties. Provide this information to appropriate vanpool start-ups.
Vanpool passengers to Contra Costa county	* To encourage joining a vanpool.	<ul style="list-style-type: none"> • Incentive for new vanpool passenger to/from Contra Costa county. • Eligible for CCTA GRT program.
Vanpools to SF	* To encourage vanpooling by minimizing parking	• SCI processes SF reduced rate vanpool

	costs.	parking permit working with SF PTD.
Vanpools to Oakland	* To encourage vanpooling by minimizing parking costs.	* Provide information on Oakland reduced rate vanpool parking permit.
To Explore/Develop		
A. Established Vanpools that cross Bay Area bridges	* To give vanpools same time savings as SOVs who use FasTrak at any time of the day on all bridges.	* Working with MTC and Caltrans to establish non-revenue FasTrak account. No cost to SCI.
A. Existing vanpool passengers	* To encourage more vanpool passengers to be a back-up vanpool driver to avoid driver burn-out and/or folding of vanpool for lack of a driver.	* Cost to SCI would vary depending upon incentive.
A. Start-up Vanpools	* For routes that have do not have built in demand, to facilitate the starting of a vanpool which does not have enough passengers to make it viable in the short-term while passengers are being recruited. Phase out incentive while passengers are being recruited.	* A seat subsidy during a start-up period. Cost would depend on number of eligible vanpools, subsidy time limit and amount.
A. Start-up Vanpools	* A public/private method of subsidizing vendor van starts and promoting local businesses (Jelly Belly test case). One-year "wrap" of established vendor vanpool w/origin or destination in Solano (one-year fare reduction) and create pool for up to one-year subsidy of start-up vendor vanpool to/from Solano County.	* Subsidize lease cost during start-up period for vendor vanpools. Cost born by private sector. SCI assist with legwork of start up and identifying partners (businesses and vanpools).
A. Existing Vanpools	* To add value to vanpooling, develop public/private incentives via a "Vanpool Club".	* No cost to SCI if incentives donated by businesses interested in advertising to/supportive of vanpools via incentives

		(Steelheads example).
A. Vanpool Resuscitation	* To keep an established but struggling vanpool on the road when it may have otherwise folded.	* Short-term seat subsidy for a struggling vanpool to keep on the road. The subsidy would give a vanpool time to recruit more passengers and/or drivers or set up new vanpool lease.
A. Commuter Check – Vanpool Coordinators	* To increase the usage of Commuter Check by Solano/Napa vanpools.	* Up to a \$65 incentive is available to employees at companies who offer this benefit. May be used on vanpools who honor it. Educate vanpool coordinators and increase their acceptance of it. Amount of SCI incentive to vanpool unknown
B. Commuter Check – Employers with existing or forming vanpools.	* To increase the usage of Commuter Check by Solano/Napa employers who have or would like to have vanpools to their worksite by educating them about Commuter Check and providing an incentive for them to do so.	* Up to a \$65 incentive may be offered to employees (pre or post tax). Cost to SCI for incentive to employer unknown.
C. Vanpool Drivers	* There are State Laws (other than those referred to above) that vanpools need to comply with primarily related to safety.	• Develop nominal incentive to encourage compliance and make it easier for drivers. Minimal or no cost if incentives donated (ie. Maintenance check-up).
C. Vanpool Drivers	* Annual “gift” along with reminder during birthday month of need to update their MVR and/or Medical check-up.	* About a \$1 cost per gift/reminder.

Carpool Incentives

Target	Description/Purpose	Financial Incentive
Existing		<ul style="list-style-type: none"> •
* New carpool members to/from/through Contra Costa County.	* To encourage new carpool riders and increase the number of carpool members in existing carpools.	<ul style="list-style-type: none"> • \$20/month for two months. No cost to SCI; CCCTA administers & funds. • Eligible for CC GRT program.
* Carpoolers to destinations across Bay Area bridges.	* To encourage carpooling across bridges.	* For 3-person carpools, free toll crossing (vs. \$1.85-\$2/crossing) and time-savings.
* Commuters driving to BART stations.	* To encourage carpooling to BART stations and decrease parking demand.	<ul style="list-style-type: none"> • \$20/month for two months and preferred parking location at BART station ("Bartpool").
To Explore/Develop		
A. Commuters willing to divert 5 minutes on their commute to carpool.	* Offer incentive to commuters who are drivers and new to ridematching database to improve potential for matches and increase carpooling.	* Cost to SCI would vary depending upon amount of incentive and number of respondents.
C. Commuters driving to selected PNRs.	* To encourage carpooling to PNRs and maximize limited PNR spaces.	* As PNR parking is free, offer preferred parking spaces. Offer \$20/month for two months. Would need to create preferred parking spaces.
C. Commuters driving to Baylink Ferry Terminal.	* To encourage carpooling to Baylink Ferry Terminal.	* Ferry parking is free, so offer preferred parking spaces. Offer \$20/month for two months. Would need to create preferred parking spaces.

Bus Incentives

Target	Purpose/Description	Financial & Other Incentive
Existing		
* General public, new bus riders	<ul style="list-style-type: none"> • Free Fare Day • Through free “trial and sample”, offer free fare on Solano & Napa bus routes. This also rewards regular riders. Held in conjunction with Rideshare Week. 	* Varies depending on cost of transit trip. No benefit to monthly pass holder. No cost to SCI.
* Employers, real estate community, economic development community, social service agencies, event visitors, general public	<ul style="list-style-type: none"> • Commute Guide free roundtrip coupon • Through free trial and sample, offer free fare on participating Solano/Napa transit. 	* Varies depending upon cost of transit trip. No cost to SCI.
* Commuters to/from Contra Costa County	* To encourage new use of transit for commuting. New users provided a free monthly pass.	<ul style="list-style-type: none"> • Varies depending on cost of monthly pass. No cost to SCI. • Eligible for CC GRT program.
* New bus riders for commuting	* To encourage regular bus usage by offering monthly transit pass as prizes for CRSW campaign.	* Varies depending on cost of monthly pass. No cost to SCI.
Explore and Develop		
A. Existing express bus riders originating in Solano – Commute Check promotion	* To increase express bus rider retention, promote Commuter Check incentive to riders to maximize their taking advantage of employer’s Commute Check benefit or request it.	* On-going cost of up to \$65/month borne by employer or employee via pre-tax benefit program.
A. Local Employer Transportation Coordinators – Commuter Check	* To increase the usage of transit for local commuting by increasing local employer participation in Commuter Check as an	* Up to \$65/month currently offered via pre-tax deduction or by employer. No SCI cost.

	outright benefit or pre-tax benefit by Solano and Napa employers through heightened promotion.	
C. Free or subsidized monthly pass to encourage new bus commuters.	* To increase the usage of transit for Solano/Napa residents by offering a free transit pass for new bus commuters.	* Would vary depending upon the commute and transit pass cost. Cost born by SCI.
C. Existing and new Solano and Napa bus riders	* To encourage and add value to riding the bus, have bus riders send in used monthly pass or transfer slip with personal info to be eligible for monthly prize drawings.	* Cost to SCI would vary depending upon if prizes are donated or purchased.

Rail Incentive

Target	Purpose/Description	Financial and Other Incentive
Existing		
* New Capitol Corridor commuters to/through Contra Costa County.	* To encourage Solano residents to use Amtrak for commuting to/through Contra Costa County. 10 free rides. Ending 6/30/01.	* Varies depending upon destination. No cost to SCI; WCCTAC incentive
* New Capitol Corridor excursion riders from Solano.	* To increase riders during non-peak hours. A free fare companion ticket distributed through special activities. Off and on per Capitol Corridor promotions schedule.	* Varies depending upon destination. No cost to SCI; Amtrak coupon.
* SCI promotion participants.	* To encourage the use of the Capitol Corridor, a pair of free rides anywhere along the Capitol Corridor route are prizes as part of Rideshare and Bike to Work Week promotions.	* No cost to SCI as tickets are donated.
* New BART riders during non-peak periods	* To increase riders during non-peak hours. Offer incentives through "MyBART" program to	* Varies depending upon destination. No cost to SCI; BART program.

	increase awareness of BART access to regional excursion destinations and reward those who use BART with discounts to key locations.	
Explore and Develop		
C. New Capitol Corridor riders.	* To increase Capitol Corridor ridership through fare incentives.	* Would vary depending upon destination. Cost born by SCI.

Ferry Incentives

Target	Purpose/Description	Financial & Other Incentive
Existing		
* Existing ferry commuters	* Hold a prize drawing as part of CRSW on morning commute runs as part of Ferry Rider Appreciation Day.	* Ferry monthly pass prizes donated.
* New ferry riders	* Offer Baylink Ferry Day Pass as part of other promotions (BTW, CRSW, etc.)	* None to SCI. Day Pass donated.
Explore and Develop		
C. New excursion ferry riders	* Offer subsidy of Day Pass for non-peak period and/or reverse commute direction.	* Depends upon level of subsidy and duration. Day Pass could be donated. Incentives could be offered by businesses for users of Baylink Ferry.

Bicycling Incentives

Target	Purpose/Description	Financial and Other Incentive
Existing		
* New and existing bicycling commuters	* Annual Calif. Bike to Work campaign includes prize drawing for BTW participants and discount coupons for all participants.	* No cost to SCI; prizes and coupons donated.

* Bike commuters in/to/from Contra Costa County	* To promote bicycle commuting to work through employer registration during the May-Oct incentive period.	<ul style="list-style-type: none"> • No cost to SCI. Administered by CCTA. A prize is awarded to new bikers after 4 roundtrips and veteran bikers after mentoring 4 roundtrips. • Eligible for Contra Costa County GRT program.
Explore and Develop		
A. New/existing bicycle commuting.	* To increase regular bicycling for commuting offer incentives	* Could be direct financial subsidy and/or discounts negotiated with bike shops and other related businesses.
C. New bicycle commuters	* To increase bicycle commuting by significantly discounting the cost of a bicycle.	* Depends upon the number of discounts and the amount offered.

Employer Incentives

Target	Purpose/Description	Financial & Other Incentive
Existing		
* Local employees.	* Encourage employee commuter info requests when surveying employer by offering prize drawing incentive.	* SCI cost nominal or none if incentive donated. Alternative could be to offer incentive to all who complete commute info request form.
* Solano/Napa employer transportation coordinators (ETC)	* Offer incentives to ETC to encourage their active promotion of major campaigns such as California Bike to Work and Rideshare Week through prize drawings, competitions, and/or participation rates.	* SCI cost nominal. Typically use donated prizes.
* Solano/Napa employers with transit access	* To increase employer participation in Commuter Check program and in turn	* Cost could vary depending upon level of incentives from a free meal

	increase transit usage. Offer incentives to employers to learn about and implement the Commuter Check program.	and nominal giveaways with Commuter Check workshop to more costly incentive. On-going cost would be borne by employer or employee depending upon implementation.
To Explore/Develop		
A. Solano Guaranteed Return Trip (GRT) Program	* To encourage the use of any alternative mode by Solano workers from employers participating in the GRT program. GRT program offers a free ride home (limited) in the case of emergencies to eligible commuters.	* The set-up of this program is funded. On-going cost of program will depend on level of participation; some funding for implementation is secured.
B. Solano/Napa employers	* To encourage employers' promotion through internal methods (including intranets) employees' use of SCI website commuter information request page through one-time promotion or on-going link.	* Cost could vary depending upon incentive.
B. Solano/Napa employers within a given business park.	* To encourage "surveying" employees simultaneously and therefore maximize ridematches and transit promotion.	* Cost unknown. Depends upon nature of incentive.



DATE: July 2, 2001
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: Draft 2001 CMP

Background:

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 development of funding through project consistency for the Regional Transportation Plan (RTP), State Transportation Improvement Plan (STIP), and the Regional Transportation Improvement Plan (RTIP). The STA updates the Solano Congestion Management Program (CMP) every two years.

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.

Attached is a draft 2001 CMP that includes all information gathered from the STA TAC and Consortium to date and revised statistical information throughout the document. The draft 2001 CMP will also contain an updated Capital Improvement Program and the 2000 Solano County Traffic Model (not included in the attachment). It is our 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 in October.

At the last TAC meeting (Wednesday, June 27), the TAC members reviewed and forwarded staff's recommendation to the STA Board to approve the 2001 Draft CMP report.

Recommendation:

Approve and forward the draft 2001 Congestion Management Program to MTC.

Attachment

For a copy of the
2001 Draft Congestion Management Program
Please call Robert Guerrero (STA) at 422.6491



DATE: July 2, 2001
TO: STA Board
FROM: Elizabeth Richards, Program Director
RE: Rideshare Week and Bike to Work Week
Program

Background:

The STA's Solano Commuter Information program coordinates the campaigns in Solano and Napa counties for the annual statewide Bike to Work and Rideshare Week campaigns. Both of these campaigns are well established and have been effective in outreaching to new bicyclists and alternative transportation users, respectively, as well as reinforcing multi-modal commute choices to those already using them.

Discussion:

California Bike to Work Week is held in the month of May. During Bike to Work Week commuters are encouraged to pledge to Bike to Work at least one day. To entice individuals to make this pledge, they become eligible for a wide assortment of local and regional prizes by making the pledge. Participants in this campaign for Solano/Napa has been around 300 each year.

California Rideshare Week is held during the first week of October. This is a multi-modal campaign encouraging individuals to pledge to use a mode other than driving alone to work at least one day during Rideshare Week. Like the Bike to Work campaign, to entice individuals to make this pledge, participants become eligible to win an assortment of local and regional prizes by making this pledge. Annual participation in this campaign for Solano/Napa has been approximately 1200 – 2500.

The ultimate goal of these campaigns is to effect long-term change in commute patterns. By encouraging individuals to try an alternative mode during these campaign periods and giving commuters the tools to do so, the idea is that the "trial" of the alternative mode will be positive and may be incorporated into a regular commute. This may be a full-time or a part-time shift. Local cross promotions among transportation agencies has resulted in local transit agencies participating in "Free Fare Days", offering free ride coupons, and donating monthly passes for individual events as well as prize donations.

Although each of these promotions require a pledge during a specific one-week period, staff preparation and outreach for these events takes months. The Attachment outlines the major activities related to these campaigns during the months leading up to the campaigns. These activities reflect the entirety of these two major campaigns' programs. As noted on the Attachment, staff wrapped up the Bike to Work campaign in June and immediately began planning for the October Rideshare Week campaign.

Recommendation:
Informational

Attachment

ATTACHMENT

MAJOR CAMPAIGNS' ACTIVITY SCHEDULE

	Bike to Work	Rideshare Week
February	<ul style="list-style-type: none"> • Bring initial BTW campaign ideas to STA BAC and solicit input. • Attend regional BTW planning meeting • Request regional artwork from RIDES for localization 	
March	<ul style="list-style-type: none"> • Initiate design and printing processes for local campaign materials. • Finalize design and garner approval by RIDES. • Research and produce Solano/Napa "What's New in Bicycling" • Solicit and secure local sponsors for prizes and discount coupons. • Contact local publications to place articles and/or advertising. 	
April	<ul style="list-style-type: none"> • Update STA BAC on status of campaign. Work together on any issues SCI needs support on from the bicycling community. • All printing completed. • Begin to distribute materials at community events. • Assemble and mail campaign packets to large employers in Napa and Solano. • Follow up calls and support to employers • Mailings to bicycling community begin. • Determine contents of and assemble participant packets. • Secure radio buys. • Prepare/submit message for Electronic Billboard • Pledge cards begin to be received. Begin tracking participants and sending out participant packets. 	
May	<ul style="list-style-type: none"> • Follow up calls and support to employers continue. • Radio ads begin • Coordination with school BTW organizers • Coordinate with NCTPA BAC1 • Release local press release in coordination with RIDES's regional release. Follow up with reporters. • Energizer station organization and participation. 	

¹ This is expected to occur earlier in future campaigns.

BTW campaign week		
June	<ul style="list-style-type: none"> • Final receipt of eligible pledge cards. • Collect outstanding local prizes from sponsors. • Contact winners (individuals and employers); make arrangements to distribute prizes. • Send thank you letters to local sponsors. • Coordinate with RIDES to include SCI participants in regional prize drawing. • Present a summary report to STA BAC and solicit input on campaign implementation. 	<ul style="list-style-type: none"> • Request regional campaign artwork (draft) from RIDES for localization. • Begin identifying local sponsors • Draft local campaign approach
July	<ul style="list-style-type: none"> • Attend post-campaign regional coordination committee meeting. • Take BTW website info off-line 	<ul style="list-style-type: none"> • Internally confirm campaign approach. • Contact transit agencies to confirm participation in “free fare day” and/or coupon. • Begin design modification of materials for local use. • Garner approval of localized artwork from RIDES. • Begin printing process. • Research and produce Solano/Napa “What’s New in Transportation” • Contact local publications for article inclusion and advertising. • Arrange radio buys • Begin modification of website (offline) • Ensure quantities of popular materials (eg BART, Amtrak, ferry, etc.) are available and work with other agencies.
August		<ul style="list-style-type: none"> • Printing of all materials completed. • Finalize arrangements with newspapers for CRSW pledge card insertion. • Assemble and mail employer campaign packets. • Prepare/submit message for electronic billboard sign. • Begin to distribute CRSW pledge cards at events. • Verify vanpool database. • Rideshare Week element of website put on-line.
September		<ul style="list-style-type: none"> • Follow-up calls and support to employers re: campaign packet. • Distribute additional materials as requested by employers. • Finalize any CRSW events • Newspaper pledge card inserts • Assemble and mail vanpool CRSW mailing. • Make arrangements for “Ferry Appreciation Day” promotion

		<p>during Rideshare Week.</p> <ul style="list-style-type: none"> • Select location of and make arrangements for “Transit Rider Appreciation Day” promotion. • Begin to receive pledge cards • Establish and implement procedure for processing pledge card information requests (including hiring temp) • Data entry pledge card information as cards come in. • Coordinate local press release with RIDES’ regional release and follow-up with reporters.
October		<p>*** RIDESHARE WEEK promotion week ***</p> <ul style="list-style-type: none"> • Staff “Ferry Rider Appreciation Day” contest event. • Staff “Transit Rider Appreciation Day” event. • Staff any employer CRSW events requested. • Continue to receive and process pledge cards. • Collect any outstanding local prizes for distribution. • Select local prize winners, follow-up contact, and distribution of prizes. • Coordinate with RIDES on regional prize drawing. • Prepare thank you letters to sponsors.
November		<ul style="list-style-type: none"> • Prepare campaign report • Take CRSW website information off-line.



DATE: July 3, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
Dale Dennis, Project Manager (PDM)
RE: I-80/680 Status Update and Next Steps

Background:

The project development activities for the I-80/680/SR12 Interchange project are moving along on an expedited schedule with the intent of positioning the project for state and federal funding. The initial approach was to prepare a Project Study Report (PSR) for the project, but after encountering difficulties with Caltrans Headquarters, a revised approach was adopted which included the preparation of a PSR/PDS. The preparation of the PSR/PDS will not eliminate the requirement for a PSR, but will essentially modify the approach to a two-step process. The PSR/PDS approach was recommended by Caltrans Headquarters based on the time available and will allow pre-construction activities to be programmed in the 2002 ITIP. The Authority approved a funding plan incorporating this approach last month.

In preparing the PSR/PDS, the same process will be used that we were using for the PSR. The only difference in the two documents is that the level of detail and engineering is not as great in the PSR/PDS. Originally, eight core alternative concepts were developed for evaluation. In May, the Authority approved reducing the number of viable alternatives to include 1a, 2d, 3b (modified), 4b (modified) and 6a for Tier 2 analysis.

Discussion:

STA staff, its consultants and Caltrans District 4 staff met with Caltrans Headquarters staff on June 25, 2001 to accomplish several objectives including: 1) provide a status update on the progress to-date for the I-80/I-680/SR12 Complex Improvements (including the proposed phasing strategy); 2) discuss the preparation of a new TCRP application; and 3) discuss possible 2002 ITIP funding for the project. Presented below is a summary of Caltrans Headquarters' current position for each item and the next steps to be implemented by STA and Caltrans District 4 staff.

- 1) Provide a status update on the progress to-date for the I-80/I-680/SR12 Complex Improvements (including the proposed phasing strategy):

Caltrans Headquarters raised concerns about demonstrating independently utility between the overall interchange project and the Phase 2 project, the Mangels Extension.

Next Step: The next step is to meet with FHWA staff to discuss our proposed implementation strategy, including the Phase 2: Mangels Extension project and independent utility.

2) Discuss the preparation of a new TCRP application:

Caltrans Headquarters staff provided completely different direction for project development than we have been provided before (see background section above). They have now stated that a TCRP project holds a different standing and if the project is consistent with an approved TCRP application, the project no longer requires a PSR nor a PSR/PDS to qualify for ITIP, i.e., the approved TCRP application meets this requirement.

Next Step: The next step is to work with Caltrans District and Headquarters staff to revise the TCRP application to be consistent with this direction.

3) Discuss possible 2002 ITIP funding for the project:

We received missed messages from Caltrans Headquarters (HQ) staff. HQ staff in general was supportive of the project qualifying for ITIP funding, however there was a difference of opinion on the timing. HQ staff in charge of project delivery was supportive of the project receiving 2002 ITIP funds, recognizing we need to meet with FHWA regarding the phasing strategy. However, while HQ staff in charge of funding recognized the project was a candidate for ITIP funding, they were very non-committal and not all that supportive in the project as a candidate project for 2002 ITIP.

Next Steps: The next steps should be implemented concurrently and consist of meeting with FHWA (as mentioned in item 1) and to continue to engender support for 2002 ITIP funds for the project.

Recommendation:

Informational



DATE: July 2, 2001
TO: STA Board
FROM: Jennifer Tongson, Projects Intern
RE: Project Monitoring (Federal Cycle 1)

Discussion:

The obligation deadline for Federal Cycle 1, STP-CMAQ projects is September 30, 2001. However, the necessary paperwork must be submitted to Caltrans by August 1, 2001 in order to allow enough time to process by the deadline. Funds not obligated by the deadline are lost to the region. So far, all funds from the previous cycle (Pre-cycle, 2000) were successfully obligated. A list of the Federal Cycle 1 projects is provided as an attachment.

Recommendation:

Informational

Attachment

Cycle 1, STP

Obligate by September 30, 2001

<i>Sponsor</i>	<i>TIPID</i>	<i>Project Name</i>	<i>Programmed</i>	<i>Unobligated</i>	<i>Status</i>
BENICIA	991018	MILITARY EAST OVERLAY - PHASE 1	258500	258500	On schedule to obligate.
DIXON	991003	CROSSWALK SIGNAGE	13000	0	Obligated 4/30/01.
DIXON	991004	RFPI AC.FMFNT DISABLED ACCESS RAMPS IN DIXON	26000	26000	Awaiting E-76; on schedule.
DIXON	991019	NORTH ADAMS ST. OVERLAY	53100	100	Obligated 1/16/01; Caltrans doesn't obligate <= \$1000.
DIXON	991020	PORTER RD. OVERLAY	97400	400	Obligated 1/16/01; Caltrans doesn't obligate <= \$1000.
FAIRFIELD	991021	PENNSYLVANIA AVE. REHABILITATION	550000	550000	On schedule (6/7).
RIO VISTA	991007	HWY 12 & CHURCH RD. - RIGHT TURN	35000	35000	Funds were reprogrammed to Pennsylvania Rd. rehab in Fairfield.
RIO VISTA	991008	LANE HWY 12 & AMERADA RD RIGHT TURN LANE	35000	35000	Funds were reprogrammed to Pennsylvania Rd. rehab in Fairfield.
RIO VISTA	991022	MAIN STREET REHABILITATION	158000	0	Obligated.
SOLANO CO	991074	BENICIA ROAD REHAB PROJECT	305000	0	Funds have been obligated (April 2001).
STA	970032	INTERSTATE 80 RELIEVER ROUTE	1451000	1155310	Obligated \$295,690 on 8/21/00.
STA	970033	71 FIRE TOWN STP 3% set-aside for planning	380000	0	Obligated 3/10/99
SUISUN CITY	991010	HWY 12 MEDIAN IMPROVEMENTS	17000	17000	2001 construction.
SUISUN CITY	991023	RR AVE REHAB - SUNSET TO E. TABOR AVF	200000	200000	Pending construction authorization.
VACAVILLE	991024	PEABODY RD. REHABILITATION	474400	400	Obligated 9/11/00; Construction to commence May 15, 2001.
VALLEJO	990053	SONOMA BLVD. IMPROVEMENTS	22000	22000	Awaiting E-76.
VALLEJO	991025	FAIRGROUNDS DRIVE OVERLAY	424000	424000	Awaiting E-76.
VALLEJO	991029	BUS REHAB	531000	0	Obligated 3/15/00.
VALLEJO	991030	BUS FACILTY MAINTENANCE REHAB	221200	0	Obligated 3/15/00.
VALLEJO	991032	BAYLINK FERRY MAINTENANCE FACILITY	248200	248200	

Cycle 1, CMAQ

Obligate by September 30, 2001

<i>Sponsor</i>	<i>TIPID</i>	<i>Project Name</i>	<i>Programmed</i>	<i>Unobligated</i>	<i>Status</i>
BENICIA	990050	EAST SECOND STREET SIGNAL	146100	146100	On schedule to obligate.
BENICIA	991001	LIGHTED CROSSWALK AT MILITARY WEST	26000	26000	On schedule to obligate.
BENICIA	991026	REPLACE 1 - 1985 BUS	243400	243400	Emailed on 6/19. No response received.
DIXON	991002	LIGHTED CROSSWALK AT PITT SCHOOL ROAD	26000	0	Obligated 4/30/01.
FAIRFIELD	990055	NORTH TEXAS STREET SIGNAL INTERCONNECT	354000	354000	Will use local funds to complete project.
FAIRFIELD	991005	LIGHTED CROSSWALK AT WATERMAN	26000	26000	P&S underway.
FS TRANSIT	990054	I-680/GOLD HILL PARK & RIDE LOT	1593540	1593540	On schedule.
FS TRANSIT	991027	REPLACE 4 - 1985 BUSES	973600	973600	On schedule.
FS TRANSIT	991031	REPLACE ONE 1985 BUS	243000	243000	On schedule.
RIO VISTA	991006	LIGHTED CROSSWALK AT GARDNER WAY	26000	26000	On schedule to obligate.
SUISUN CITY	990051	SUNSET TO WALTERS RD - BIKE LANES IMPS	177000	177000	Awaiting env approval from Caltrans.
SUISUN CITY	990052	VILLAGE DR TO AMTRAK - BIKE LANES IMPS	133000	106914	\$26,086 obligated on 1/21/00.
SUISUN CITY	991009	LIGHTED CROSSWALK AT MAIN ST./AMTRAK	26000	26000	Awaiting TIP amendment approval and env approval.
SUISUN CITY	991011	STRIPING & LINE WORK FOR BIKE LANES	35000	8914	\$26,086 obligated 5/16/00
VACAVILLE	991078	ALAMO CREEK CLASS 1 BIKE PATH	350000	350000	Expect to obligate funding in July 2001.
VALLEJO	991015	LIGHTED CROSSWALK AT SERENO DRIVE	26000	26000	In planning/schedule phase.
VALLEJO	991016	TRAFFIC SIGNAL AT SONOMA AND CAROLINA	84000	0	Obligated 4/28/01.
VALLEJO	991032	BAYLINK FERRY MAINTENANCE FACILITY	177000	177000	
VALLEJO	991071	SERENO BUS CENTER - OFF STR. TRANSFER CTR	513000	513000	Obligation date 9/30/02.



DATE: June 29, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Road Allocation Formula

Background:

On June 13, 2001, the STA Board, in anticipation of the 2002 RTIP cycle, gave preliminary support for six project priorities. The six priority projects were given funding ranges because of the uncertainty of the RTIP fund estimate. The STA Board will determine the final list and precise amounts for each project in July after the fund estimate has been identified. Included in this list was a line item for local road rehabilitation projects in the range of \$1 to \$2 million. This item was added to Solano's RTIP list based on a recommendation from the STA TAC in May.

The purpose of this report is to begin the discussion/consideration of a formula for distributing the road rehab allocation among Solano's eight jurisdictions. Earlier this year, the STA coordinated the distribution of \$1.124 million in RABA funds for local road repair projects. Due to Solano County's history of not competing well against the other agencies due to population-based formulas, the County received an allocation of approximately 18% of the total for its RABA project. County Supervisor and STA Vice-Chair John Silva expressed his support for this RABA cycle commitment in a letter to the STA dated February 13, 2001 (attached). In the letter, Mr. Silva suggests that road mileage be taken into account for future road rehab cycles since roughly 38% of the Solano County's roads are in unincorporated areas.

Accordingly, staff has attached a spreadsheet, which displays the amounts per jurisdiction based on a 50/50 population-mileage split and one based on a 2:1 population-mileage ratio. Staff optimistically used an RTIP commitment of \$2 million. Staff also suggests consideration of the following:

- A floor in the project amount per jurisdiction
- A limit to one project per jurisdiction in order to facilitate project delivery

Staff will agendize this item for a final decision in September after the RTIP list of projects is formally approved by the STA Board. This item was presented to the STA TAC as an information item on June 27, 2001.

Recommendation:

Information

Attachments

BOARD OF SUPERVISORS
HON. JOHN F. SILVA



County Office
580 Texas Street
Fairfield, CA 94533
707-421-6100
707-421-7975 FAX

District 2 Office
1410 Georgia St.
Vallejo, CA 94590
707-553-5364
707-553-5672 FAX

February 13, 2001

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

Dear Daryl:

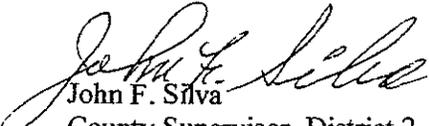
This letter concerns the 5-year transit funding proposals for Route 30, Route 40 and the I-780/I-680 Corridor Service. As we discussed at our meeting last Tuesday, we feel that the share of the cost of these services assigned to the County is too high. The County has long held the position that it should participate in funding transit services to the extent that residents of the unincorporated area benefit from them. There seems little likelihood that unincorporated residents receive any significant benefit from these three services yet Solano County has been assigned 18% of the cost. In the final year of the funding proposal this amounts to \$160,000 dollars.

While the County has little need for transit service in the unincorporated area it has many needs for road maintenance and construction. For many years the State and Federal road funds received through the Solano Transportation Authority were divided among the local agencies roughly on a population basis. This was unfair to the County. The 600 miles of roads in the unincorporated area make up 38% of the County's total, yet the unincorporated population is less than 6% of the total. We have long argued that road funds should be apportioned on some formula that takes road mileage into account. We are encouraged by the recent apportionment of the Revenue Alignment Budget Authority (RABA) funding where 18% of the total funding was allocated to roads in the unincorporated area.

For future jointly-provided transit services, we would like to see costs shared among the participating agencies in proportion to the benefit received. We realize that this is not the case with the three services now in question. In a spirit of cooperation and understanding your difficulties in obtaining adequate funding for transit services in Solano County, we agree to accept the division of Transportation Development Act costs which you have proposed.

In return, however, we expect to see future road funds apportioned by some method that takes road mileage into account similar to what was done with the recent RABA funding. Our continued disproportionate funding of transit services is contingent on receiving fair and equitable treatment with future road funding.

Sincerely,


John F. Silva
County Supervisor, District 2

cc: County Supervisor Skip Thomson, District 5
John Gray, Dir. of County Transportation Dept.

<u>\$2,000,000</u>	<u>Population</u>		<u>Centerline Miles</u>		<u>50:50 Split</u>		<u>2:1 Pop:Miles</u>	
	<u>Population</u>	<u>% Pop</u>	<u>Miles</u>	<u>% Miles</u>	<u>% 50:50</u>	<u>\$ Share</u>	<u>2:1 Split</u>	<u>\$ Share</u>
Benicia	29000	7.27%	92.3	5.7%	6.50%	\$ 130,096	6.76%	\$ 135,185
Dixon	15550	3.90%	47.5	3.0%	3.43%	\$ 68,520	3.58%	\$ 71,661
Fairfield	95300	23.88%	247.1	15.4%	19.63%	\$ 392,555	21.05%	\$ 420,934
Rio Vista	4850	1.22%	28	1.7%	1.48%	\$ 29,573	1.39%	\$ 27,819
Solano Co.	20850	5.23%	605.7	37.7%	21.45%	\$ 429,028	16.04%	\$ 320,856
Suisun City	27250	6.83%	70.3	4.4%	5.60%	\$ 112,026	6.01%	\$ 120,214
Vacaville	91500	22.93%	218.3	13.6%	18.26%	\$ 365,116	19.81%	\$ 396,293
Vallejo	<u>114700</u>	<u>28.75%</u>	<u>298.4</u>	<u>18.6%</u>	<u>23.65%</u>	<u>\$ 473,087</u>	<u>25.35%</u>	<u>\$ 507,037</u>
	399000	100.00%	1607.6	100.0%	100.00%	\$ 2,000,000	100.00%	\$ 2,000,000



DATE: June 29, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: TDA Interest Reallocation

Background:

Two years ago, the Livermore-Amador Valley Transit Authority (LAVTA), located in southeastern Alameda County, filed an appeal with the Business, Transportation and Housing Agency (BT&H), claiming that MTC's distribution of interest earned on unallocated apportionments of Transportation Development Act (TDA) funds violated TDA law. Last year, the BT&H ordered MTC to reimburse to LAVTA the interest on LAVTA's unallocated apportionment for the ten years contended in the appeal. Apparently, MTC did not annually distribute interest income to individual unallocated balances within Alameda County, but instead distributed the entire interest for the county's unallocated balance to the county total before distributing annual TDA apportionments. Therefore, the BT&H also directed the Department of Transportation, MTC and LAVTA to develop an action plan for reimbursement that is reasonable and will minimize the fiscal hardship to other claimants in Alameda County, since the reimbursement will come from other TDA claimants who were essentially "over allocated" TDA interest over the past ten years.

Because the BT&H decision represents an interpretation of the TDA statute, MTC instructed staff to apply the TDA adjustments to any other counties, which have multiple apportionment areas and prior year balances. Solano County is one of these counties. Attached is MTC's calculation for TDA adjustments for counties affected by this ten-year interest distribution issue. The net effect of the adjustment to Solano County is zero, however, there are individual winners and losers. Fairfield, Rio Vista, and Suisun City show positive adjustment balances and Benicia, Dixon, Vacaville, Vallejo and Solano County show negative adjustment balances.

Although the remedy of a ten-year retroactive adjustment was specifically required for Alameda County, MTC believes that the other counties should have latitude in considering the implementation of the adjustment. Specifically, MTC offers the following options:

- Agree not to make retroactive adjustments for prior years, but apportion interest on the basis of unallocated TDA balances rather than population going forward.
- Postpone implementing the adjustment until next year.
- Phase the adjustment over a multi-year period in order to minimize the impact on affected claimants

Given the perennial transit operating funding shortfalls, staff believes that the option of at least a multi-year adjustment is appropriate. The SolanoLinks Consortium reviewed the item and discussed various reimbursement options. The Consortium recommended that the item be tabled until a future meeting because two of the most affected transit properties were not in attendance. The STA TAC concurred with the recommendation to table the item.

Recommendation:

Information

Attachment

Proposed TDA Adjustments for Contra Costa, Napa, Solano, Sonoma

	Carryover	FY 2001-02 Apportionment	Total FY 2001-02 Funds*	Prior Ten Years Interest Adjustment	Revised Total FY 2001-02 Funds
CONTRA COSTA COUNTY					
Article 3	236,850	673,475	910,325	(42,383)	867,942
Article 4.5	257,151	1,650,013	1,907,164	(129,512)	1,777,652
Article 4					
AC Transit District 1	616,289	5,512,559	6,128,848	(469,818)	5,659,030
CCCTA	6,000,186	15,955,541	21,955,727	(176,468)	21,779,259
ECCTA	7,413,202	6,729,512	14,142,714	894,175	15,036,889
WCCTA	2,050,152	2,366,547	4,416,699	(16,782)	4,399,917
BART	89,673	786,092	875,765	(59,212)	816,553
TOTAL	16,663,503	33,673,739	50,337,242	0	50,337,242
NAPA COUNTY					
Article 3	276,039	85,440	361,479	15,614	377,093
Article 4.5	71,519	209,328	280,847	(46,500)	234,347
Article 4					
American Canyon	276,958	295,299	572,257	40,279	612,536
Calistoga	344,448	157,928	502,376	7,505	509,880
Napa City	3,909,954	2,231,870	6,141,824	(6,088)	6,135,736
St. Helena	689,968	190,884	880,852	86,239	967,091
Yountville	73,523	117,467	190,990	35,375	226,365
Napa County	809,490	983,785	1,793,275	(132,424)	1,660,851
TOTAL	6,451,898	4,272,001	10,723,899	(0)	10,723,899
SOLANO COUNTY					
Article 3	117,847	220,139	337,986	103,303	441,289
Article 4					
City of Benicia	171,584	783,268	954,852	(130,408)	824,444
City of Dixon	107,476	406,452	513,928	(27,350)	486,578
City of Fairfield	2,963,086	2,574,199	5,537,285	347,954	5,885,239
City of Rio Vista	242,767	110,363	353,130	38,861	391,991
City of Suisun	504,246	738,106	1,242,352	88,710	1,331,062
City of Vacaville	1,011,867	2,466,940	3,478,807	(102,132)	3,376,675
City of Vallejo	418,388	3,133,071	3,551,459	(212,294)	3,339,165
County of Solano	79,129	574,396	653,525	(106,644)	546,881
TOTAL	5,616,390	11,006,934	16,623,324	0	16,623,324
SONOMA COUNTY					
Article 3	599,173	349,440	948,613	39,502	988,115
Article 4					
GGBMTD	76,423	4,280,640	4,357,063	(183,580)	4,173,483
City of Cloverdale	329,913	166,883	496,797	20,759	517,556
City of Cotati	8,300	196,290	204,590	2,163	206,753
City of Healdsburg	175,062	291,127	466,188	(18,897)	447,291
City of Petaluma	1,167,160	1,482,099	2,649,259	204,282	2,853,541
City of Rohnert Park	521,157	1,163,036	1,684,193	(89,246)	1,594,947
City of Santa Rosa	6,802,289	3,999,316	10,801,605	181,202	10,982,807
City of Sebastopol	10,597	229,373	239,969	8,158	248,127
City of Sonoma	(9,206)	269,807	260,601	(26,554)	234,047
City of Windsor	145,846	583,724	729,570	58,237	787,807
County of Sonoma	1,147,953	4,460,266	5,608,219	(196,026)	5,412,193
TOTAL	10,974,667	17,472,000	28,446,667	0	28,446,667

* As adopted in MTC Resolution No. 3342.