



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

MEETING NOTICE

Members:

September 12, 2001

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

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

**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. CALL TO ORDER – CONFIRM QUORUM Chair Coglianese

II. APPROVAL OF AGENDA

III. OPPORTUNITY FOR PUBLIC COMMENT (6:05 – 6:10 p.m.)

IV. EXECUTIVE DIRECTOR’S REPORT (6:10 – 6:15 p.m.) – Pg 1 Daryl Halls

V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC (6:15 – 6:25 p.m.)

Proclamation for Harry Yahata – Caltrans District IV
Federal Legislative Report – Mike Miller, Ferguson Group
State Legislative Report – Josh Shaw/ Paul Yoder, Shaw/Yoder

VI. 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 7

A. Approve STA Board Minutes of July 11, 2001 – Pg 9 Stacy Medley

B. Approve Draft STA TAC Minutes for August 29, 2001 Pg 17 Kim Cassidy

C. Dixon – Auburn Commuter Rail Station Planning Study Dan Christians

Recommendation: 1.) Authorize the STA Chair to appoint two STA Board members to represent the STA Board at a multi-jurisdictional Dixon-Auburn Rail Meeting, 2.) Authorize the Executive Director to enter into an MOU with the Yolo County Transportation District, Sacramento Regional Transit and the Placer County Transportation Planning Agency and, 3.) Approve \$4,000 from the STA’s 2001-02 fund balance for modeling of potential commuter rail service between Dixon, Davis, Sacramento and Auburn Pg 25

D. Amendment to Executive Director’s Employee Contract Chair Coglianese, Melinda Stewart, STA Asst. Legal Council

Recommendation: By simple motion, to approve the proposed amendments, including changes in compensation and other matters, to the STA Executive Director’s contract and authorize the STA Chair to execute the amendments to

the employment contract of the Executive Director as prepared by Legal Counsel- Pg 29

- E. Revised 5-Year Bicycle/Pedestrian Funding Plan and Additional 2001-02 TDA Article 3 Claim** Dan Christians
Recommendation: Approve the attached Resolution approving the Revised 5-Year Bicycle/Pedestrian Plan for 2001-06 and additional 2001-02 TDA Article 3 claims for the City of Suisun's Jepson Parkway Bike Route (\$74,500), City of Vacaville's Alamo Creek Bike Route (\$51,500) and City of Fairfield's Solano Bikeway Extension Feasibility Study (\$50,000) – Pg 31
- F. Napa/Solano Rail Study** Dan Christians
Recommendation: Forward a recommendation to the STA Board to authorize staff to develop a joint funding strategy to fund the Napa/Solano Passenger/Rail Study - Pg 39
- G. 2000/01 SCI Program Year End Report** Elizabeth Richards
Informational – Pg 45
- H. SEDCORP Annual Membership** Stacy Medley
Recommendation: Approve the STA's continued membership with SEDCORP and authorize a payment of \$2,500 as part of STA's annual membership dues – Pg 47
- I. STA's Capital Assets Program** Stacy Medley
Recommendation: Approve the attached list of STA inventory/capital fixed assets and authorize staff to surplus all items as specified – Pg 49
- J. Website Consultant Contract** Janice Sells
Recommendation: Authorize the Executive Director to enter into a contract with Garson Design Group for Web Site Design, Maintenance and Staff Instruction for an amount not to exceed \$10,000 for the term of September 1, 2001 through June 30, 2002 – Pg 57
- K. City of Fairfield's General Plan Amendment/EIR** Dan Christians
Recommendation: Authorize the STA Chair to submit the attached letter supporting alternatives for the Fairfield General Plan Amendment/EIR – Pg 59
- L. Countywide Trails Plan Consultant** Dan Christians
Recommendation: Authorize the Executive Director to enter into a contract with Bruce Randolph Anderson & Associates in an amount not to exceed \$145,000 for Phase

1 and 2, establish the membership, schedule for the plan and continue to pursue funds for Phase 3 – Pg 75

- M. Solano Paratransit FY 2000-01 Budget** Daryl Halls
Recommendation: Nancy Whelan, Nancy Whelan Consulting
Approve the following: 1.) An increase of approximately \$4,000 to the net FY 2000-01 operating budget and \$28,511 for major vehicle component repair for Solano Paratransit, 2.) Amend the contract between STA and the City of Fairfield for Solano Paratransit services to reflect the approved FY 2000-01 budget and, 3.) Identify funding sources to address the needs beyond the original FY 2000-01 Solano Paratransit budget – Pg 77

VII. FINANCIAL ITEMS

- A. 2002 Regional Transportation Improvement Program and Reprogramming of 2000 RTIP Funds** Daryl Halls
Recommendation: Approve Solano County's 2002 RTIP Program allocations and reprogramming of 2000 RTIP projects as specified (6:30-6:35 p.m.) – Pg 79
- B. STA Policy for Allocation of Federal and State Funds for Local Road Rehabilitation** Daryl Halls
Recommendation: Adopt the following policies for allocation of local road rehabilitation funds: 1.) 2002 RTIP Funds for Road Rehabilitation Allocation Formulas consisting of \$50,000 base for each member agency (\$400,000 total), limit of one project per agency, and allocate the balance (\$1.6 million) on a 50% population and 50% center line miles formula (see matrix), 2.) Allocate future countywide local funds for road rehabilitation on 1.5 population to 1 center lane miles split (see matrix), 3.) Authorize STA staff to work with the STA TAC to develop program criteria and a policy for the allocation of future federal STP funds for local road rehabilitation and, 4.) Request STA TAC work with staff to identify local road rehabilitation maintenance needs for each jurisdiction and countywide (6:35-6:45 p.m.) – Pg 85
- C. Reallocation of TDA Interest** Daryl Halls
Recommendation: Nancy Whelan, Nancy Whelan Consulting
Forward a recommendation to the STA Board to transfer TDA interest funds to affected agencies and backfill with STAF funds those local agencies that transit service would be negatively impacted, and dedicate reallocated TDA

*Article 3 funds to 2 bicycle projects as specified
(6:45-6:50 p.m.) – Pg 91*

- D. Vanpool Program and Incentives** Elizabeth Richards
Recommendation: 1.) Approve vanpool incentives as outlined in Attachment 2 and 2.) Authorize allocation of \$40,000 in TFCA Funds for the vanpool incentives (6:50-7:00 p.m.) – Pg 95
- E. MTC's Draft 2001 Regional Transportation Plan** Dan Christians
*Recommendation: Authorize the Executive Director to forward a letter to MTC supporting the Draft 2001 RTP sections pertaining to Solano County projects, programs and corridors
(7:00-7:05 p.m.) – Pg 103*
- F. Development of Transportation Expenditure Plan and Education Program** Board Member Spring Daryl Halls
Recommendation: Approve the following: 1.) Authorize the development of a Countywide Expenditure Plan for Transportation, 2.) Authorize the Executive Director to enter into an agreement with Smith, Kempton & Watts for consultant services for an amount up to \$60,000 for a 14 month period beginning on September 13, 2001, and 3.) Authorize the Executive Director to enter into an agreement with Nossaman, Guthner, Knox & LLP to provide legal advice and services for an amount up to \$35,000 for a 14 month period beginning on September 13, 2001 (7:05-7:15 p.m.) – Pg 119
- G. New Multi-Modal Regional Solano County Transportation Model** Dan Christians
*Recommendation: 1.) Authorize staff to develop new multi-modal regional transportation model for Solano County and 2.) Authorize staff to request funds from the TCRP program to develop a new multi modal regional transportation model for development of the I-80/680/780 Corridor Study
(7:15-7:25 p.m.) – Pg 121*

VIII. NON-FINANCIAL ITEMS

- A. I-80/680/780 Corridor Study And I-80/680 Tier 2 Analysis** Dale Dennis (PDM)
*Recommendation: Approve modifying the I-80/680/780 Corridor Sub-Committees from seven to three as specified
(7:15-7:30 p.m.) – Pg 123*

- B. Joint Solano/Napa Rideshare Program Identity** Elizabeth Richards
Recommendation: Approve modifying the SCI program name to Solano/Napa Commuter Information (SNCI) (7:30-7:35 p.m.) – Pg 127

IX. INFORMATION ITEMS

(Discussion Necessary)

- A. Report from Open Space Planning Effort** Board Member Donahue,
Informational (7:35-7:40 p.m.) – Pg 129 Daryl Halls
- B. Local Project Monitoring Report** Jennifer Tongson
Informational (7:40-7:45 p.m.) – Pg 131

(No Discussion Necessary)

- C. Highway Project Status Report** Jennifer Tongson
Informational – Pg 133
- D. Review Funding Opportunities** Robert Guerrero
Informational – Pg 135
- E. STA Meeting Schedule** Kim Cassidy
(September – December 2001)
Informational – Pg 141
- F. 2000/01 Abandoned Vehicle Abatement (AVA) Year End Report** Janice Sells
Informational – Pg 143
- G. 2001 Legislative Report** Janice Sells
Informational – Pg 147

X. BOARD MEMBER COMMENTS

- XI. ADJOURNMENT** – Next Meeting: October 10, 2001 at 6:00 p.m., at Suisun City Hall.

- B. Joint Solano/Napa Rideshare Program Identity** Elizabeth Richards
Recommendation: Approve modifying the SCI program name to Solano/Napa Commuter Information (SNCI) (7:30-7:35 p.m.) – Pg 127

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Informational – Pg 147

X. BOARD MEMBER COMMENTS

XI. ADJOURNMENT – Next Meeting: October 10, 2001 at 6:00 p.m., at Suisun City Hall.



MEMORANDUM

DATE: September 6, 2001
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – September 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.

* **STA's 2002 RTIP Program**

Staff has prepared the final 2002 Regional Transportation Improvement Program (RTIP) program for Board consideration. The California Transportation Commission adopted the Fund Estimate for the 2002 State Transportation Improvement Program (STIP) on August 23, 2001 that resulted in a final county share for Solano County of \$30 million in new RTIP funds (an increase of about \$3 million over the second draft estimate discussed with the Board in July). A total of \$33 million in 2002 RTIP funds is available with the reprogramming of \$1 million in 2002 RTIP funds for Express Bus and pre-programming of \$2.25 million in 2002 RTIP funds for Capitol Corridor Rail (APDE funds). The staff recommendation also includes reprogramming \$5 million in lapsed 2000 RTIP funds for the Vallejo Intermodal Station (\$2.425 million), ferry maintenance facility (\$425,000) and Jepson Parkway (\$2.1 million). A total of \$962,000 is recommended to be placed in Solano County's RTIP reserve for the I-80/505 Weave Correction Project. The Project Study Report (PSR) for this project is scheduled for completion next month and will be presented to the Board in either October or November.

* **Expenditure Plan and Public Education Effort Consultants**

Staff has met twice with the STA's Local Funding Subcommittee to discuss options and the potential for development of an expenditure plan to assist in funding the existing and proposed list of transportation projects and services identified and being evaluated as part of the STA's Comprehensive Transportation Plan. The Subcommittee and staff are recommending the STA retain the necessary consultant and legal services assistance to evaluate alternatives for development of a local funding measure and public education effort. The staff report for this item will be distributed under separate cover.

* **Allocation Formulas for Local Road Rehabilitation Funds**

Staff and the STA TAC have developed a set of proposed allocation formulas for present and future available funds for local road rehabilitation. This policy is one of several staff will be forward to the Board as part of the development of the Comprehensive Transportation Plan.

* **Formula for Allocation of TDA Interest**

Staff has worked with the SolanoLinks Transit Consortium and the TAC to develop a recommendation to reallocate Transit Development Act (TDA) interest that was misallocated by MTC over the past ten years. This recommendation would return the TDA interest to the appropriate recipients, hold harmless the transit service for those agencies receiving a reduction in their TDA accounts, and direct the increase of TDA article 3 funds (bicycles) to two bicycle projects (consistent with the STA's Countywide Bicycle Plan) that benefit the remaining three agencies receiving a reduction in their TDA accounts.

* **Solano/Napa Rail Study and Joint Rideshare Identity**

The Joint STA/Napa County Transportation Planning Agency (NCTPA) Committee held its first meeting in August. STA Board Members Dan Donahue, Pierre Bidou and Alternate George Pettygrove joined with four of their NCTPA colleagues to discuss a variety of projects, studies and issues affecting both counties. At this initial meeting, the committee recommended forwarding a request to their respective boards to initiate a Napa/Solano Passenger Rail Study. In addition, NCTPA requested the STA consider modifying the identity of the Solano Commuter Information program to better reflect the program provides rideshare services for both counties.

* **Countywide Trails Plan**

In follow up to the STA Board's authorization (in February 2001) to initiate a Countywide Trails Plan, a request for proposal was released and recommended consultant selected. In April 2001, the Solano County Board of Supervisors unanimously endorsed partnering with the STA to develop this plan. Dan Christians, STA's Deputy Director for Planning, is working with Harry Engelbright, Solano County Environmental Management Agency, to initiate this planning effort. The Solano Farmlands and Open Space Foundation has agendized participating in this planning effort for their Foundation Board meeting of September 11, 2001. Staff goal is to complete the first phase of the planning effort in a timely manner so the results can be included in the STA's Comprehensive Transportation Plan and the emerging Countywide Open Space Plan.

* **STA Budget Revisions and Annual Audit**

The STA's annual audit has just been completed. STA's Stacy Medley and Heather Solaro (City of Vacaville Accounting) have done their usual fine job assisting our auditors. The result of the annual audit and staff recommended budget revisions will be agendized for the Board meeting of October 10, 2001.

* **STA Staff Update**

The recruitment for the STA's vacant Deputy Director for Projects position is scheduled to close on September 14, 2001. When this position is filled, staff will initiate the recruitment of the vacant Projects Analyst position.

Attachment:

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

STA Project Development Fund 2001 Priority Projects - Status Report (listed in alphabetical order)				
Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	Benicia Project initiated with construction to be completed by 2004. Carquinez Bridge Groundbreaking held in March 2000. Project completion to conclude in 2004/2005.
Capitol Corridor Rail Facilities Plan and Expanded Service CQJPB, 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 developed 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 presented to STA/NCTPA Committee in August 2001.
Highway 12 Major Investment Study	\$100,000	\$15,866	*	-Study completed. Draft final report approved by Board July 2001. Hwy. 12 MIS Comm. To review Caltrans amendments on Sept. 28.
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. Draft PSA presented to TAC on Aug. 29.
I-80/680 Interchange	*	*	*	-Auxiliary lane funded by Caltrans. STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects in early 2003. PDT formed to develop accelerated PSR for full interchange. Targeted for 2002 ITIP funds. Interim funding strategy approved by Board on 6/13/01. Staff in the process of meeting with Caltrans, CTC and FHWA. Multi-agency traffic meeting held on 6/11/01. Traffic calibrations for am completed and approved by Caltrans for use for project. 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 complete. Purpose and need completed. Draft alternatives and screening criteria completed and reviewed by resource agencies. Revised project cost estimates completed. Project cost estimates and project alternatives approved by Board on 7/11/01. 2001/02 federal appropriations request submitted. Environmental Study underway, Sept.
Project Monitoring (local projects)	\$20,000	\$5,626	*	-Ongoing-next obligation deadline (STIP) Sept. 30, 2001. All obligations appear to be on schedule. (STP/CMAQ Cycle 1 due) September 30, 2001.
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 - 2002 SHOPP candidate.
Solano Bike Project	*	*	*	-Under construction with completion scheduled for September 2001. Plans for ribbon cutting underway.
Solano Commuter Information Work Program	*	*	*	-Program adopted and implementation underway. 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. Presentation for California Rideshare Week Underway.
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 and Annual Report completed. Completion of Website loading underway.
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 9/4/01

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
TDM	Transportation Demand Management
TFCA	Transportation for Clean Air Funds
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMTAC	Transportation Management Technical Advisory Committee
TOS	Traffic Operation System
TSM	Transportation Systems Management
VTA	Valley Transit Authority (Santa Clara)
W2Wk	Welfare to Work
WCCCTAC	West Contra Costa County Transportation Advisory Committee
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle



DATE: September 4, 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 July 11, 2001
- B. Approve Draft STA TAC Minutes for August 29, 2001
- C. Dixon-Auburn Commuter Rail Station Planning Study
- D. Amendment to Executive Director's Employee Contract
- E. Revised 5-Year Bicycle/Pedestrian Plan
and Additional 2001-02 TDA Article 3 Claim
- F. Napa/Solano Rail Study
- G. 2000/01 SCI Program Year End Report
- H. SEDCORP Annual Membership
- I. STA's Capital Assets Program
- J. Website Consultant Contract
- K. City of Fairfield's General Plan Amendment/EIR
- L. Countywide Trails Plan Consultant
- M. Solano Paratransit FY 2000-01 Budget



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
July 11, 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 Coglianese, Dan Donahue, John Silva and Jim Spering.
- II. CALL TO ORDER - CONFIRM QUORUM**

Chair Coglianese called the regular meeting to order at 6:08 p.m. A quorum was confirmed.

MEMBERS

PRESENT:

Marci Coglianese (Chair)	City of Rio Vista
Pierre Bidou	City of Benicia
MaryAnn Courville	City of Dixon
Steve Lessler	City of Fairfield
Mike Segala (Alternate)	City of Suisun City
Rischa Slade	City of Vacaville
Pete Rey (Alternate)	City of Vallejo

MEMBERS

ABSENT:

John Silva (Vice Chair)	County of Solano
Dan Donahue	City of Vallejo
Jim Spering	City of Suisun City

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
Stacy Medley	STA-Office Manager/Clerk of the Board
Robert Guerrero	STA Planning Assistant
Jennifer Tongson	STA-Projects Assistant
Melinda Stewart	STA Assistant Legal Counsel

ALSO

PRESENT:

Mark Akaba	City of Vallejo
Ray Chong	City of Fairfield
Lenka Culik-Caro	Caltrans
Mike Davis	Jones & Stokes
Dale Dennis	PDM
Bob Grandy	Grandy & Associates
Ron Hurlbut	City of Fairfield
Bernice Kaylin	League of Women Voters
Mark Mazzafarro	City of Vallejo
Alan Nadritch	City of Benicia
Cameron Oakes	Caltrans
Rob Powell	Bicycle Advisory Committee
Gil Vega (Alternate)	City of Dixon

III. APPROVAL OF AGENDA

Daryl Halls noted that two supplemental agenda items have been added to the consent calendar, which are labeled as items VIII.M and N.

On a motion by Alternate Member Segala, and a second by Member Lessler, the agenda was unanimously approved with the addition of consent items VIII.M and N.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None

V. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided information on the following items:

- Next Steps for I-80/I-680/SR 12 Project
- STA's 2002 RTIP Program and Revised Fund Estimate
- Draft Highway 12 MIS under review by Caltrans
- John Harris to Leave STA in July
- STA Lands TLC Grant for Jepson Parkway
- Jepson Parkway EIS Alternatives and Project Costs

VI. SPECIAL PRESENTATION PROCLAMATION TO JOHN HARRIS

Chair Coglianesse presented a proclamation of appreciation to John Harris for his services to the STA.

VII. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC

None

VIII. CONSENT AGENDA

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

- 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**
- E. Abandoned Vehicle Abatement (AVA) 3rd Quarter Report**
- F. Legislative Report**
Informational
- G. Bicycle Advisory Committee Appointment**
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
- H. Countywide Trails Plan RFP**
Recommendation: Authorize 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.
- I. Project Management/Funding Consultant Assistance**
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.
- J. Cordelia Truck Scales Traffic Data**
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/I-680/SR 12 Corridor Study.
- K. Unmet Transit Needs**
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.
- L. Draft Bay Area 2001 Ozone Attainment Plan**
Recommendation: Authorize STA Chair to sign a letter of support for the draft 2001 Bay Area Ozone Attainment Plan.
- 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.
- N. Transit Funding and Program Consultant Assistance**
Recommendation: Authorize Executive Director to enter into a consultant contract with 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.

IX. ACTION ITEMS: FINANCIAL

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 presented this item. He introduced Bob Grandy, Grandy and Associates, consultant for the project. The coconsultant stated that FHWA requested a screening process take place, with the eleven alternatives to be considered. He noted there are now five alternatives recommended to go forward to FHWA and staff is prepared to launch the studies at this point and come back to the STA Board in approximately six months with a final recommendation. He then briefed the STA Board on the EIS/R schedule and stated that technical studies are being initiated. He noted the project cost has also been updated from the estimate dated back to 1997. He then summarized the basis for the cost changes. He concluded by briefing the Board on the next steps that will take place.

Alternate Member Segala questioned the schedule and why it does not consider a 5% increase for each year over the next three years. Daryl Halls explained that final project costs will be determined after the EIS is completed and the final alternative is selected. He stated staff recommends using 2001 dollars at this point. The project estimates could change as the project moves forward

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.

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

B. 2002 RTIP Program

Daryl Halls presented this item. He briefed the STA Board on the six funding recommendations, including costs for each of the six projects, which he noted the STA Board prioritized at last month's meeting. He stated staff would come back in September after the final 2002 STIP fund estimate is adopted by the California Transportation Commission.

Recommendation: Approve Solano County's Draft 2002 RTIP Program allocation.

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

C. STA Annual Awards Program 2001

Chair Coglianese presented this item. She noted that the Western Railway Museum is recommended to be the location for the 4th Annual Awards program. She stated the event would take place on November 14, 2001 and staff will be sending out nomination forms for the awards in the near future.

Recommendation: Set date of November 14, 2001 and approve budget allocation for STA's 4th Annual Awards program.

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

X. ACTION ITEMS: NON-FINANCIAL

A. Highway 12 MIS Study

Dan Christians presented this item and stated staff and the project consultants have completed the draft major investment study. He noted consultants have created a final set of alternatives, the project costs, environmental and traffic analysis and preliminary key major investments. He briefed the Board on the goals and objects of the study. He noted two public workshops were held to obtain public input for this study and accident hot spots were also identified to determine the safety needs for this project. He stated future traffic volumes will increase throughout the county and the corridor will not be adequate in 2025. He then briefed the Board on the evaluation criteria for package alternatives 1 through 6. He noted Caltrans has reviewed the draft report and would like to meet with staff in the next couple weeks prior to their approval. He commented staff would come back to the Board at a future meeting for final approval.

Member Bidou departed from the meeting at 6:50 p.m.

Chair Coglianese complimented the project consultants and STA staff for all their hard work. She also thanked Mike Segala, George Pettygrove, and John Silva along with public members who participated in their group effort to help move this study forward.

Daryl Halls noted the completion of this study would prepare the project for future funding.

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

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

Member Slade complimented the consultant for the consultant report provided for this item.

B. Ridesharing Incentives

Elizabeth Richards presented this item. She stated staff is working on new incentives to help increase carpooling and vanpooling. She reviewed the twelve incentives staff is considering.

Alternate Member Segala asked if any of the funds have the possibility for providing a rate reduction for a senior oriented bus program. He noted his support for bicycle incentives.

Recommendation: Authorize staff to develop incentive programs for employers, vanpools and bicycles as specified.

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

C. Draft 2001 CMP

Robert Guerrero presented this item. He stated this is a required planning document for local agencies to receive gas tax subvention funds. He noted he has been working with the STA TAC and SolanoLinks Consortium to update the draft and forward to MTC for review and input.

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

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

XI. INFORMATION ITEMS: (Discussion Necessary)

A. Rideshare Week and Bike to Work Week Program

Elizabeth Richards presented information on this item. She noted both programs are statewide campaigns, that Bike to Work week was just completed, and Rideshare Week will take place in the fall. She noted staff has been looking for sponsors for the upcoming Rideshare Week. Campaign week will take place in October.

B. I-80/680 Interchange Project Status Report

Dale Dennis presented information on this item. He noted a funding strategy was provided to the STA Board at last month's meeting. He commented staff has met with the Caltrans to discuss the project and Caltrans has raised some concerns on parts of the project and requested staff meet with FHWA to discuss Caltrans concerns. He noted staff is working with Caltrans to revise the report to move forward for project delivery and will meet with FHWA next week to discuss and clear up the issues Caltrans has expressed.

C. Project Monitoring (Federal Cycle 1)

Jennifer Tongson presented information on this item. She noted that a local assistance deadline is coming for phase one in September and staff has been contacting Caltrans on a monthly basis to move the projects forward, and to obligate the projects before the deadline.

(No Discussion Necessary)

- D. Road Allocation Formula**
- E. TDA Interest Reallocation**

XI. BOARD MEMBER COMMENTS

Member Slade thanked staff for the early distribution of the Board agenda and the clarity of the materials provided.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 7:25 p.m. The next regular meeting will be held September 12, 2001, 6:00 p.m., at Suisun City Hall.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
August 29, 2001

1. CALL TO ORDER

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

Present:

Michael Throne	City of Benicia
Janet Koster	City of Dixon
Charles Beck	City of Fairfield
Ray Chong	City of Fairfield
Kevin Daughton	City of Fairfield
Ron Hurlbut	City of Fairfield
Jim Holden	City of Rio Vista
Dave Melilli	City of Rio Vista
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
Paul Wiese	County of Solano
Dale Dennis	PDM
Alan Glen	Quincy Engineering
Sandy Catalano	STA/SCI
Daryl Halls	STA
Dan Christians	STA
Janice Sells	STA
Kim Cassidy	STA
Jennifer Tongson	STA
Robert Guerrero	STA
Rey Centeno	Caltrans
Muhammad S. Chardhary	Caltrans

II. OPPORTUNITY FOR PUBLIC COMMENT

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans - None

MTC - None

STA - None

IV. TRANSIT CONSORTIUM UPDATE

Daryl Halls reviewed items discussed at the Consortium held that morning.

V. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of June 27, 2001
- B. Minutes of Special Meeting of July 9, 2001
- C. Review Funding Opportunities
- D. STA Meeting Schedule (August 30 – December 2001) and Acronyms List
- E. 2000/01 Abandoned Vehicle (AVA) Year End Report
- F. 2001 Legislative Report
- G. Vanpool Program
- H. Dixon-Auburn Commuter Rail Station Proposal
Recommendation: Forward a recommendation to the STA Board to enter into an MOU with the Yolo County Transportation District, Sacramento Regional Transit and the Placer County Transportation Planning Agency and provide \$4,000 from the STA's 2001-02 contingency budget for modeling of potential commuter rail service between Dixon, Davis, Sacramento and Auburn.
- I. Revised 5-Year Bicycle/Pedestrian Plan and Additional 2001-02 TDA Article 3 Claim
Recommendation: Forward a recommendation to the STA Board approving the attached Resolution for the Revised 5-Year Bicycle/Pedestrian Plan for 2001-06 and an additional TDA Article 3 claim in the amount of \$74,500 for the City of Suisun's Jepson Parkway Bike Route.
- J. Napa/Solano Rail Study
Recommendation: Forward a recommendation to the STA Board to authorize staff to develop a joint funding strategy to fund Napa/Solano Passenger/Rail Study.
- K. 2000/01 SCI Program Year End Report

On a motion by Ron Hurlbut, and a second by Paul Wiese, the STA TAC unanimously approved the consent calendar with the following items pulled for further discussion: Items V.F, and V.H

Item V.F included discussion on ACA 4 legislation pertaining to the pending vote and the 40%/40%/20% split for STIP funds, road rehabilitation and transit. Janice Sells noted ACA 4 has been chaptered and will be presented to voters in March 2002.

Item V.H included a question from Paul Wiese regarding the Dixon-Auburn route potentially extending beyond Dixon.

VI. ACTION ITEMS

A. 2002 Regional Transportation Improvement Program and Reprogramming of 2000 RTIP Funds

Daryl Halls noted the attached matrix reflects the proposed final 2002 RTIP program for Solano County including reallocation of lapsed funds. STA staff is recommending modifications to the 2002 RTIP program as follows:

1. Restore \$2.5 million in 2002 RTIP funds for Jepson Parkway
2. Place balance of \$962,000 in Solano County's RTIP reserve to be allocated at a future date

Dale Pfeiffer requested the \$962,000 be set aside in a reserve for the I-80/505 Weave Correction after the TAC and staff reviews the PSR for the project.

Recommendation: Forward recommendation to the STA Board to approve Solano County's 2002 RTIP Program allocations and reprogramming of 2000 RTIP projects as specified, with priority for reserve to the I-80/505 Weave Correction project.

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

B. 2002 SHOPP Priorities

Daryl Halls reviewed the list of 2002 SHOPP Candidate Projects, which include:

1. I-80/SR 12 West Truck Climbing Lane
2. Red Top Slide Mitigation Project – Phase 2
3. I-80/505 Weave Correction

Future SHOPP Cycles were also reviewed. They include;

1. I-80/680 Weave Correction Project
2. Highway 12 Short Term Safety Improvement (HSY 12 MIS List)
3. Red Top Slide Mitigation – Future Phases

The TAC requested the item be tabled until the PSR and Caltrans review of SHOPP candidate is completed.

C. I-80/680/780 Corridor Study and I-80/680 Tier 2 Analysis

Dale Dennis (PDM) summarized STA's approach for the I-80/680/SR12 Interchange Improvements project. He commented the STA would also process a new TCRP application that will allow the project delivery process for the Corridor Study to continue. He noted STA staff also recommends the sub-committees for the corridor study be reduced from 7 to 3 with detailed composition in the report provided.

Recommendation: Approve modifying the I-80/680/780 Corridor Sub-Committees from seven to three as specified.

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

D. STA Policy for allocation of federal and state funds for Local Road Rehabilitation

Daryl Halls reviewed options discussed at the special August 22 TAC meeting and the three-tiered recommendation that was developed.

Recommendation: Forward recommendation to the STA Board to approve the recommendation for allocation of \$2.0 million for:

1. 2002 RTIP for Road Rehabilitation Projects as specified. This includes a base funding amount of \$50,000 per member agency (\$400,000) and a 50% population and a 50% centerline lane miles formula for each member agency for the balance (\$1.6 mil.)

On a motion by Paul Wiese, and a second by Janet Koster, the STA TAC approved the recommendation.

2. Allocation of future countywide local funding measure funds based on 1.5: 1 centerline miles.

On a motion by Mark Akaba, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

3. Authorize STA staff to work with the STA TAC to develop program criteria for allocation of future federal STP funds.

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

Ron Hurlbut suggested the TAC work with staff to document local road rehabilitation needs by agency and countywide.

On a motion by Jim Holden, and a second by Janet Koster, the STA TAC approved forwarding this additional recommendation to the Board.

E. MTC's Draft 2001 Regional Transportation Plan

Dan Christians reviewed the Solano County priorities reflected in the Draft 2001 RTP. He noted all Solano County priorities are included and staff recommended supporting the RTP.

Recommendation: Forward a recommendation to the STA Board to approve comments on the Draft 2001 RTP sections pertaining to Solano County projects, programs and corridors.

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

F. Reallocation of TDA Interest

Daryl Halls explained MTC's previous misallocation for TDA interest alternatives for reallocation, and a matrix, which specifies a staff recommended reallocation of TDA interest.

Recommendation: Forward a recommendation to the STA Board to transfer TDA interest funds to affected agencies, and backfill with STAF funds those local agencies that transit service would be negatively impacted and dedicate reallocated TDA Article 3 funds to bicycle projects as specified.

On a motion by Paul Wiese, and a second by Dale Pfeiffer, the STA TAC approved the recommendation.

Mark Akaba left at 3:40 p.m.

G. Ridesharing Incentives

Sandy Catalano (STA/SCI) summarized the Ridesharing Incentives, initial proposal for vanpool incentives, general cost and next steps.

Recommendation: Forward recommendation to the STA Board to adopt the proposed Incentive Programs for vanpools.

On a motion by Ron Hurlbut, and a second by Janet Koster, the STA TAC approved the recommendation.

On a motion by Paul Wiese, and a second by Ron Hurlbut, the STA TAC unanimously approved moving forward Agenda Items VI.H – VI.K with the exception of Item VI.H and VI.J, which were pulled for further discussion.

H. New Multi-Modal Regional Transportation Model

Dan Christians explained the need for developing an expanded multi-modal model.

He noted the development of a new model will be funded with state Transportation Congestion Relief Program (TCRP) funds available.

Recommendation: Forward a recommendation to the STA Board authorizing staff to develop a new multi-modal regional transportation model.

On a motion by Ron Hurlbut, and a second by Janet Koster, the STA TAC approved the recommendation.

I. Countywide Trails Plan

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to enter into a contract with Bruce Randolph, Anderson and Assoc. in an amount not to exceed \$145,000 for Phase 1 and 2, establish the membership for the Trails Advisory Committee, schedule for the plan, and continue to pursue funds for Phase 3.

On a motion by Ron Hurlbut, and a second by Janet Koster, the STA TAC approved the recommendation.

J. Solano Paratransit FY 2000-01 Budget

Daryl Halls summarized funding options for members of the Solano Paratransit partnership.

Recommendation: Forward recommendation to the STA Board 1.) To approve an increase of approximately \$4,000 to the FY 2000-01 operating budget and \$28,511 for major vehicle component repair for Solano Paratransit 2.) To amend the contract between STA and the City of Fairfield for Solano Paratransit services to reflect the approved FY 2000-01 budget, and 3.) To identify funding sources to address the needs beyond the original FY 2000-01 Solano Paratransit budget.

On a motion by Paul Wiese, and a second by Michael Throne, the STA TAC approved the recommendation.

K. Joint Solano/Napa Rideshare Program Identity

Recommendation: Forward recommendation to the STA Board to change the SCI program name to Solano/Napa Commuter Information (SNCI).

On a motion by Ron Hurlbut, and a second by Janet Koster, the STA TAC approved the recommendation.

VII. INFORMATION ITEMS

A. Project Monitoring Report

With the latest quarterly update complete, Jennifer Tongson reminded members of the next update in October 2001.

B. I-80/505 Weave Correction PSR

Alan Glen, Quincy Engineering, introduced the item with Rey Centeno and Muhammad S. Chardhary, Caltrans presenting an update on the I-80/505 Weave Correction PSR project. The final PSR due date is September 14, 2001 for submittal in the next SHOPP program cycle.

Ron Hurlbut left at 4:05 p.m.

Paul Wiese requested a brief discussion on the need to establish a consistent policy for Oleanders on highways.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 4:07 p.m. The next meeting is scheduled for Wednesday, September 26, 2001 at 1:30 p.m.



DATE: September 12, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Dixon – Auburn Commuter Rail Station Planning Study

Background:

On July 23, 2001, representatives from the STA, Capitol Corridor, Yolo County Transit District, Sacramento Regional Transit and Placer County Transportation Planning Agency met to discuss the potential for developing a commuter rail service in the Sacramento Region between Dixon, Davis, Sacramento and Auburn. The concept is to develop a 100% locally funded commuter service that does not have to rely on state funding (like the PTA funds that provide the operating funds for the Capitol Corridor) nor is subject to the requirements for intercity rail. Staff from the STA and City of Dixon attended this first pre-planning meeting.

Discussion:

A two-step process is envisioned for this potential service:

Modeling: Computer modeling by the Union Pacific is needed to determine if there are sufficient time slots available to accommodate a potential for 10 commuter train trips a day with a minimum of 20 minute headways. This modeling is estimated to cost \$16,000 and is proposed to be funded equally by the four counties/agencies located along the corridor.

Feasibility or Project Development: Depending on the results of the modeling, a more detailed project development analysis would be conducted to determine estimated costs for capital and operating. It is also assumed that this would be paid equally by each of the four participating member sometime during 2002.

Beyond the estimated 16-20 daily round trips that is envisioned for the Capitol Corridor, additional stations will be limited for the Capitols since they will be limited by travel time requirements along the entire 172 mile service area. However, STA staff believes that a limited commuter rail service such as the one being discussed is an excellent opportunity to provide rail service to a growing community such as Dixon. Since Dixon is about to complete its Phase 1 rail station improvements and is being recommended for 2002 RTIP funds for its Phase 2 improvements, the timing is ideal for participating in this study.

This service has been proposed in the Sacramento Region for the past decade. It originally was listed as part of proposed mail services in Proposition 116, approved by the voters in 1991. The

Dixon station would replace the originally proposed West Davis station (which does not have a specifically designated site or the necessary rail improvements) and be located about eight miles further west. Any station located further west into Solano County would probably increase the running time too significantly, cost significantly more for operations and rolling stock and might affect the viability of this limited service, since it is proposed to primarily benefit Sacramento area residents and employment areas.

Staff recommends the Chair of the STA Board appoint two board members to represent the STA at a meeting of elected officials of the four counties. A Memorandum of Understanding has also been drafted for the four agencies invited to participate in this initial modeling effort.

Fiscal Impact: It is proposed that this expenditure be funded by a 2001-02 project development expenditure using fund balance.

Recommendation: 1.) Authorize the STA Chair to appoint two STA Board members to represent the STA Board at a multi-jurisdictional Dixon-Auburn Rail Meeting, 2.) Authorize the Executive Director to enter into an MOU with the Yolo County Transportation District, Sacramento Regional Transit and the Placer County Transportation Planning Agency and, 3.) Approve \$4,000 from the STA's 2001-02 fund balance for modeling of potential commuter rail service between Dixon, Davis, Sacramento and Auburn.

Attachment

**MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN
THE CAPITOL CORRIDOR JOINT POWERS AUTHORITY (CCJPA),
THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA),
REGIONAL TRANSIT (RT), YOLO COUNTY TRANSPORTATION DISTRICT
(YCTD), AND THE SOLANO TRANSPORTATION AUTHORITY (STA)
REGARDING THE POTENTIAL IMPLEMENTATION OF REGIONAL RAIL
SERVICE BETWEEN AUBURN AND DIXON**

WHEREAS, the agencies listed above are interested in investigating the capacity of the existing rail line to handle frequent peak-hour passenger rail services; and

WHEREAS, the CCJPA is participating in a study with the Union Pacific Railroad (UPRR) that will result in the availability of a computerized rail capacity model enabling testing of various cases such as increased passenger rail service and capital improvements to determine whether capacity exists to increase service levels.

NOW, THEREFORE BE IT RESOLVED, THAT:

1. The CCJPA will work with PCTPA, RT, YCTD, and STA (hereinafter to be referred to as local agencies) to develop one or two possible timetables for the regional rail service between Auburn and Dixon.
2. CCJPA will have one or two cases, representing the possible timetables, tested using the capacity analysis model developed in cooperation with UPRR.
3. The local agencies will reimburse CCJPA for the cost of running these cases up to a maximum total of \$16,000.
4. The local agencies will split the cost of the test cases evenly four ways, up to \$4,000 each.

Marci Coglianese, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 12th day of September, 2001.

Daryl K Halls, Executive Director
Solano Transportation Authority



DATE: September 6, 2001
TO: STA Board
FROM: Marci Coglianese, STA Chair
RE: Amendment to Executive Director's Employee Contract

Discussion:

STA legal counsel is preparing the recommended adjustment to the Employment Agreement for the STA's Executive Director consistent with the recommendation of the appointed STA subcommittee (the STA's negotiating team), following direction of the STA Board at the closed session on July 11, 2001. The staff report detailing the recommended amendments and the revised Employment Agreement will be provided to the Board under separate cover.

Recommendation:

By simple motion, to approve the proposed amendments, including changes in compensation and other matters, to the STA Executive Director's contract and authorize the STA Chair to execute the amendments to the employment contract of the Executive Director as prepared by Legal Counsel.



DATE: September 4, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Revised 5-Year Bicycle/Pedestrian Funding Plan
and Additional 2000-02 TDA Article 3 Claim

Background:

Each year the STA calls for new and modified projects to be added to the 5-year bicycle/pedestrian plan along with draft claims for the TDA Article 3 funds for the first year of the new 5-year plan. Although the plan has already been updated once for 2001-06 along with the approval of TDA Article 3 claims for 2001-02, there is approximately \$88,965 of fund balance still available. Although the STA has previously held some funds in reserve for future years, TDA funds have been generally on the increase each year and recently been generating about \$210,000 a year (as compared to about \$180,000 in prior years).

Therefore, at the June 1, 2001 meeting the Bicycle Advisory Committee called for new and amended projects for the 5-year plan along with additional requests for TDA claims for this program year (2001-02). Projects that are ready to go and need local match have been considered for the first priority.

MTC has also advised the STA that \$103,303 of additional TDA Article 3 funds (from the re-allocation of TDA interest) is available for programming as a result of MTC's mis-allocation of TDA funds during the past 10 years (see Agenda Item VII.C). Assuming that item is approved as recommended, the \$103,303 of additional TDA Article 3 Funds have been incorporated into this revised funding plan.

Discussion:

Based on the BAC meeting on August 2, 2001 and the TAC meeting of August 29, 2001, the following projects or portion of projects are recommended for the Revised 5-Year Plan:

**Jepson Parkway Bike Route, City of Suisun City, 2001-02 \$74,500 requested
\$74,500 recommended (2001-02)**

The City of Suisun requests \$74,500 of 2001-02 TDA Article 3 funds to complete the funding for the first segment of the Jepson Parkway Bike Route on Walters Road. This project includes a new Class 1 bike route, landscaping, and pedestrian amenities on the east side of Walters Road from Highway 12 to East Tabor Road. These funds will provide the 11.47% local match required

for the \$575,000 of federal TLC and enhancements grants recently obtained for this project. This is a priority project of the STA and Suisun City and will implement one of the "candidate" projects (Segment 10) proposed in the STA's Jepson Parkway Concept Plan. It is recommended that this entire request be funded from the current TDA Article 3 balance.

Solano Bikeway, City of Fairfield, 2001-02 **\$50,000 requested**
\$50,000 recommended (2001-02)

The City of Fairfield requested \$50,000 of 2001-02 TDA Article 3 funds to develop a feasibility study for extending the Solano Bikeway. This would develop a preliminary plan and cost estimate to complete the segment of the Solano Bikeway from Hiddenbrooke Parkway/American Canyon Road to the west end of the Fairfield Linear Park at Solano Community College. This is one of the primary bike routes on the Countywide Bicycle Plan. With the pending completion of the Solano Bikeway in Vallejo and the critical need to conduct a feasibility study to address the existing condition and develop a plan to eventually improve McGary Road as an easterly extension to the bike route, it is recommended that the Solano Bikeway Feasibility Study be funded from 2001-02 funds.

Fairfield Linear Park Trail, City of Fairfield, 2001-02 **\$1,400,000 requested**
\$79,604 recommended (2005-06)

The City of Fairfield requests \$1,400,000 of TDA Article 3 for the Fairfield Linear Park Trail for 2001-02. This project would include the design and construction of enhancements (landscaping, lighting, amenities, etc.) for the Fairfield Linear Park Trail between Union Avenue and North Texas Street. Fairfield has recently applied for \$1 million of competitive state (BTA program) and air quality (TFCA Regional) funds to construct this bike path. The BAC recommends that a local match in the amount of about \$79,604 be earmarked in the fifth year of the revised 5-year bicycle/pedestrian plan (i.e. 2005-06) to help match any major state or clean air grants that may be secured in the next few years. There is currently an insufficient amount of funds to commit any further funds at this time.

Revised Other Projects

The funds for other projects were increased slightly in the Revised 5-Year plan including an increase in funding for the County of Solano's "Widening of Pleasants Valley Road with Class 2 Bike Lanes" from \$70,000 to \$80,000 and an increase in the City of Vacaville's Alamo Creek Class 1 Bike Route (Alamo Drive to Marshall Road) from \$45,254 to \$50,000.

Also, at the TAC meeting on August 29, 2001, the TAC and Consortium recommended that an additional \$103,000 (from the re-allocation of additional TDA interest) fund these two additional projects:

Next segment of the Alamo Creek Bike Route (Recommended for 2001-02) **\$51,500**
City of Vacaville - Construct the next segment of a Class 1 Bike Route along Alamo Creek.

Segment 4 or 5 of the Dixon - Davis Bike Route (Recommended for 2003-04) **\$51,500**
County of Solano - Construct the next phase of the Dixon - Davis Bike Route between Tremont Avenue and Old Davis Road

Attached is the recommended Revised 5-Year Bike/Pedestrian Plan and letters recently submitted by the project sponsors.

Fiscal Impact: None. All funds are provided directly from TDA Article 3 Funds and are not from the STA's general fund.

Recommendation:

Approve the attached Resolution approving the Revised 5-Year Bicycle/Pedestrian Plan for 2001-06 and additional 2001-02 TDA Article 3 claims for the City of Suisun's Jepson Parkway Bike Route (\$74,500), City of Vacaville's Alamo Creek Bike Route (\$51,500) and City of Fairfield's Solano Bikeway Extension Feasibility Study (\$50,000).

Attachments

RESOLUTION NO. 2001-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
APPROVING A REVISED BICYCLE PLAN/PEDESTRIAN FUNDING PLAN FOR
2001-2006 AND APPROVING THE FILING OF ADDITIONAL
TDA ARTICLE 3 CLAIMS FOR 2001-02**

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

WHEREAS, the attached revised 5-Year Solano Bicycle/Pedestrian Plan (2001-2006) has been available for public review; and

WHEREAS, approximately \$88,965 of TDA Article 3 funds are estimated by MTC to be currently available for 2001-02 along with \$103,000 of re-allocated TDA interest (total revised fund estimate of \$192,268).

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority (STA) approves the attached Revised 5-Year Bicycle/Pedestrian Plan for 2001-2006.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the STA authorizes the filing of \$74,500 of TDA Article 3 Claim as a local match to the City of Suisun for the year 2001-02 of this 5 year Funding Plan to construct the first segment of the TLC and Enhancements funded Jepson Parkway Bike Route, \$51,500 for the next phase of the City of Vacaville's Alamo Creek Bike Route and \$50,000 for the City of Fairfield's Solano Bikeway Extension Feasibility Study.

Marci Coglianese, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 12th day of September 2001.

Daryl K Halls, Executive Director
Solano Transportation Authority

CITY COUNCIL

James P. Spering, Mayor
Michael A. Segala, Mayor Pro-Tem
Jane Day
Pedro "Pete" M. Sanchez
Sharon Ventura



CITY COUNCIL MEETING

First and Third Tuesday
Every Month

CITY OF SUISUN CITY

701 Civic Center Blvd.
Suisun City, California 94585

Incorporated October 9, 1868

July 27, 2001

JUL 31 RECD

Mr. Dan Christians
Deputy Director of Planning
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

SUBJECT: 2001-02 Five-Year Bicycle Plan/ TDA Article 3 Funding Request

Dear Mr. Christians:

The purpose of this letter is to request that the City of Suisun City's Walters Road Bicycle Route be placed on the 2001-2002 Five-Year Bicycle Plan and to request that the City be considered for Transportation Development Act (TDA) Article 3 funds totaling \$74,500.

The Walters Road Bicycle Route will provide a missing link between the Central County Bikeway along State Route 12 to the Jepson Parkway Project, by providing a continuous regional bicycle route from Downtown Historic Suisun City to Vacaville. This Walters Road Bicycle Route in Suisun City will extend from State Route Highway 12 north to East Tabor Road.

This proposed bicycle project received support from the Transportation for Livable Communities (TLC) Program and Solano Enhancements Program through grants totaling \$575,000.00. This request for TDA Article 3 funds will provide the necessary 11.47% local match for the Federal TLC funds.

Thank you for your consideration of Suisun City's request to be placed on the 2001-02 Five-Year Bicycle Plan and request for TDA Article 3 funds. If you have any questions, please contact me at (707) 421-7347.

Sincerely,

Julie M. Pappa
Assistant Engineer
Suisun City Public Works

DEPARTMENTS: AREA CODE (707)

ADMINISTRATION 421-7300 ■ PLANNING 421-7335 ■ BUILDING 421-7310 ■ FINANCE 421-7320
FIRE 425-9133 ■ RECREATION & COMMUNITY SERVICES 421-7200 ■ POLICE 421-7373 ■ PUBLIC WORKS 421-7340
REDEVELOPMENT AGENCY 421-7309 FAX 421-7366

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036



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

COUNCIL

Mayor
George Pettygrove
707.428.7395

Vice-Mayor
Harry T. Price
707.429.6298

Councilmembers
707.429.6298

Jack Batson
Steve Lessier
Karin MacMillan

•••

City Manager
Kevin O'Rourke
707.428.7400

•••

City Attorney
Greg Stepanich
707.428.7419

•••

City Clerk
Gina Merrell
707.428.7384

•••

City Treasurer
Oscar G. Reyes, Jr.
707.428.7497

DEPARTMENTS

Community Services
707.428.7465

•••

Finance
707.428.7496

•••

Fire
707.428.7375

•••

Human Resources
707.428.7394

•••

Planning &
Development
707.428.7461

•••

Police
707.428.7551

•••

Public Works
707.428.7485

Department of Public Works

July 25, 2001

Dan Christians
Deputy Director of Planning
Solano Transportation Authority
333 Sunset Ave Ste 200
Suisun City CA 94585

SUBJECT: Transportation Development Act Article 3 2001-02 Projects

Dear Dan,

The City of Fairfield is proposing two projects for funding consideration in 2001-02 under Transportation Development Act Article 3.

1. The Solano Bikeway – a feasibility study to complete the segment of The Solano Bikeway from American Canyon Road to the west end of Linear Park Trail at Solano Community College. Cost estimate is \$50,000.
2. Linear Park Trail – design and construction of enhancements (landscaping, lighting, amenities, etc.) for the Linear Park Trail between Union Avenue and North Texas Street. Cost estimate is \$1,400,000.

Thank you.

Sincerely,

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

Cc: Fred Beiner
John Everett



DATE: September 4, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Napa/Solano Rail Study

Background:

For the past year and a half, the STA and the Napa County Transportation Planning Agency (NCTPA) have been discussing the need to conduct a Napa/Solano Rail Study. On March 23, 2000, the STA Subcommittee on Transit forwarded a recommendation to the STA Board to support this proposed study. The STA Board endorsed the proposed study on April 12, 2000.

On August 9, 2001, the first STA/NCTPA Joint Subcommittee was held to discuss various transportation issues of mutual interest including this rail study. The study would primarily look at the feasibility and cost effectiveness of passenger rail service for commute and/or visitor related travel on existing rail (and abandoned R.O.W.) from Vallejo to Calistoga and from Vallejo to Suisun through Jameson Canyon.

On August 29, 2001, the STA TAC voted unanimously to recommend the STA develop a joint funding strategy to fund the study.

Discussion:

It is proposed that this study be jointly funded and implemented by the STA and the NCPTA through the new Joint STA/NCTPA Subcommittee.

Specific objectives of the study would include:

1. To determine the economic feasibility of enhancing rail freight activity to reduce truck traffic on SR/29 and SR/12.
2. To examine the potential for long range passenger rail connections to Sonoma from Napa and Solano Counties.
3. To prepare a cost comparison of rail verses existing bus service from Vallejo to Calistoga and future bus service from Napa to Fairfield/Suisun.
4. To prepare a cost comparison of rail verses existing bus service from Vallejo to Calistoga and future bus service from Napa to Fairfield/Suisun.

Preliminary discussions with a transportation consultant indicate that a Phase 1 feasibility analysis would cost approximately \$230,000. This would include a ridership/freight demand analysis (including passenger survey/interviews), a service concept, rolling stock analysis, preliminary capital and operating costs, a review of environmental land use issues, financial assessment and a recommendation for a service. STA proposes that this study be jointly funded from State Transit Assistance Funds (STAF) and/or TDA funds from each of the participating transportation authorities and cities proposed to benefit from this service. The Joint STA/NCTPA Subcommittee will develop a more detailed funding strategy.

Attached is a more detailed proposed Draft Scope of Work prepared by NCTPA.

Recommendation: Forward a recommendation to the STA Board to authorize staff to develop a joint funding strategy to fund Napa/Solano Passenger/Rail Study.

Draft Scope of Work¹

Napa/Solano Passenger/Freight Rail Study²

INTRODUCTION

In November of 1999 the NCTPA Board adopted the Strategic Transportation Plan. The rail element of the plan directed the staff to (1) investigate the possibility of acquiring the abandoned railroad R.O.W. between St. Helena and Calistoga to ensure its preservation as a long-term transportation resource, (2) seek funding opportunities to study the potential cost effectiveness of a Calistoga to Vallejo passenger rail service for commute-or tourist related travel, and (3) reduce the volume of freight traffic on upvalley roadways, including SR/29 and the Silverado Trail, by identifying opportunities to make greater use of the existing rail line for freight service. In November of 2000 a transit subcommittee of STA reviewed opportunities for Solano Counties involvement in the potential rail study.

STUDY OBJECTIVES

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

Work Elements

1.0 Study Scope, Management, Schedule and Public Input Process

¹ Original Draft Scope of Work approved by NCTPA in June, 2000. Draft modified in August of 2001 to include elements of study through Jamieson Canyon. Modified Draft has not been reviewed or approved by NCTPA nor STA.

² Rail Study would be conducted under the direction of the Napa County Transportation Planning Agency (NCTPA) and the Solano Transportation Authority (STA).

Coordinate with Rail Study Group as appointed by the NCTPA/STA Boards.

Define Study Service Area (evaluate potential rail connection to Solano/Sonoma via Napa Junction as well as connection to the Vallejo Ferry) and rail passenger service scenarios relative to bus service options.

Establish a schedule and process for citizen, agency and organization input.

Review Scope of Work, recommend change as necessary and finalize schedule for project deliverables.

Establish contact person(s) for individual rail owners and operators.

2.0 Rail R.O.W. Ownership

Document rail R.O.W. ownership and list lease agreements currently in existence.

Review ownership and easements along the abandoned R.O.W. between St. Helena and Calistoga, as well as, potential options for alternative R.O.W.

Recommend approach, feasibility, and potential cost developing rail R.O.W. from St. Helena to Calistoga.

3.0 Develop Physical Plant and Capital Improvement Plan

Inventory existing track, bridges, and structures.

List existing grade crossings by type

Based on station analysis (task 4.0) and operational analysis (task 5.0) determine capital improvements necessary for track, bridges, structures, grade crossings, and an equipment repair/layover facility.

4.0 Recommend A Station Plan for Cost Effective Rail Passenger Service

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

- Calistoga
- St. Helena
- Yountville
- Napa/Trancas-Redwood
- Napa/Downtown/Soscol
- Napa South/Airport

- American Canyon and American Canyon Proposed Town Center (Fairfield Line)
- Modifications to Suisun Capitol Corridor Station
- Vallejo Ferry Terminal

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

5.0 Evaluate Equipment Requirements

Evaluate options and determine most cost-effective motive power (diesel/electric/natural gas) and passenger vehicles.

Recommend most appropriate motive power and passenger vehicles.

Determine the capital and maintenance costs of rail equipment.

Determine lead times for equipment acquisition.

6.0 Estimate Potential Patronage

Review the potential for both commute and/or visitor related passenger rail trips.

Separate passenger estimates by weekday and weekend

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

Recommend fare collection method (barrier free/ticket/pass etc)

7.0 Recommend Operating Plan

Develop operating scenarios for both midweek and visitor related weekend services assuming replacement of SR/29/12 core transit service.

Produce draft rail transit schedule.

Recommend shuttle options to and from key stations

8.0 Freight Enhancement Opportunities

Document existing level of rail freight operation by carrier.

Describe potential additional rail freight business opportunities.

Recommend rail freight enhancement policies and actions for NCTPA/STA member agencies.

9.0 Estimate Rail Passenger Capital Operating Costs

Prepare draft passenger rail operating budget.

List necessary rail passenger start up capital costs, including stations and revenue collection equipment.

Make determination of overall feasibility and cost-effectiveness of a commute/and or visitor related rail passenger service, and compare with SR/29/12 core transit service.

Describe private-public partnership opportunities for visitor-related travel and grant opportunities for equipment acquisition.

10.0 Review Environmental Issues

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



DATE: September 5, 2001
 TO: STA Board
 FROM: Elizabeth Richards, SCI Program Director
 RE: 2000/01 SCI Program Year End Report

Background:

As required by SCI's contract for MTC's Regional Rideshare Program, monthly summaries of activities and performance are prepared throughout the year. These monthly reports include statistics and narrative of significant activities. The contract "year" for FY00/01 was for an 11-month period: August 2000 – June 2001. This report highlights some of the contract year's accomplishments by STA's SCI program.

Discussion:

The SCI program provides a variety of services, which is reflected in the variety of activities tracked. Presented below is a sample of them.

Activity	Avg. Monthly	Contract Yearly*	Comments
Requests for Matchlists	140	1540	All sources: calls, events, mail, internet
Requests for Transit, etc.	840	9240	All sources: calls, events, mail, internet
Information Calls	650	7150	
Matchlists Processed	235	2585	
Callbacks to Commuters	110	1210	
Transit Pieces Distributed	1850	20,350	All sources: calls, events, mail, internet
Bike Pieces Distributed	360	3960	

* Aug.2000 – June 2001

Activity	Contract Year	Comments
Events	37	
New Vanpools	19	

Below are other significant SCI activities particularly related to transit.

- Distributed 4800 Solanolinks brochures.
- Distributed dozens of Solanolinks wall maps to social service and business organizations and had more reprinted for wider distribution.
- Handled over 1500 Baylink customer service calls.
- Made multiple presentations that included transit information packets and resulted in several permanent transit displays at community and business locations.
- Updated and printed "Bike Commuting on Transit" public piece several times.
- Updated and printed "What's New in Solano/Napa Transit" public piece.
- Published and distributed several editions of employer Commuter News which included highlights of transit changes in Solano and Napa.
- Initiated the process to establish non-revenue FasTrak accounts to facilitate an easier crossing of Benicia and Carquinez bridges 24-hours a day by transit and qualified vanpools.
- Coordinated Advisory Committee for Solano Welfare to Work Transit Study that is still underway and lines up Solano transit for funding opportunities.
- Regularly attended and reported to Consortium on Partnership's Regional Transit Marketing Committee.
- Provided Commuter Check information to fixed-route transit operators not yet honoring it which resulted in all Solano fixed-route operators officially honoring it. Now it can be marketed countywide.
- Updated airporter referral matrix and provided referrals throughout the year.
- Organized and implemented two-county Rideshare Week 2000 campaign including the promotion of transit and distribution of transit materials. Internet request for transit and other materials was also incorporated.
- Promoted transit along with all the other modes in nearly all SCI advertising.
- Organized and implemented two-county Vanpool Week promotions. This included television coverage of single-occupant vehicle versus vanpool race from Vallejo to San Francisco
- Organized and implemented two-county Bike to Work campaigns.

Recommendation:

Informational



DATE: September 4, 2001
TO: STA Board
FROM: Stacy Medley, Office Manager/Clerk of the Board
RE: SEDCORP Annual Membership

Discussion:

The STA has been a member of the Solano Economic Development Corporation (SEDCORP) for the past 3 years. On a yearly basis, the STA is billed \$2,500 for membership. Staff has agendized the STA's continued membership with SEDCORP in the amount, not to exceed, \$2,500.

Fiscal Impact:

\$2,500 from the STA's General Fund budget.

Recommendation:

Approve the STA's continued membership with SEDCORP and authorize a payment of \$2,500 as part of STA's annual membership dues.

Attachment

SEDCORP

Solano Economic Development Corporation
424-C Executive Court North
Suisun, CA 94585

JUL 4 RECD

DATE	INVOICE #
7/2/2001	MBR-1274

SOLD TO
Solano Transportation Authority 333 Sunset Ave., Ste. 220 Suisun City, CA 94585 <i>Attn: Daryl Halls</i>

DESCRIPTION	AMOUNT
Annual Investment	2,500.00

We Appreciate Your Support!

Terms: Due on Receipt

Questions concerning this invoice?
Call (707) 864-1855

MAKE ALL CHECKS
PAYABLE TO:
SEDCORP

Total	\$2,500.00
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DATE: September 4, 2001
TO: STA Board
FROM: Stacy Medley, Office Manager/Clerk of the Board
RE: STA's Capital Assets Program

Discussion:

During completion of the audit for FY 99/00, the auditors recommended STA create a complete inventory/capital fixed assets list, properly tag all items, furniture and equipment and identify items belonging to the STA.

Barbara Padilla, SCI and myself, successfully completed this task before the auditors returned for the FY 00/01 audit. Attached is the completed inventory/capital fixed assets list for your review.

Items to be surplusd have been noted on the attached list. Staff recommends the STA Board approve the capital assets as provided and authorize staff to surplus all items listed on the attachment. Staff is proposing all surplusd items be donated to organizations that may need them.

Fiscal Impact:

None.

Recommendation:

Approve the attached list of STA inventory/capital fixed assets and authorize staff to surplus all items as specified.

Attachment

Fixed Assets

08/30/2001

Type	BrandName	Serial#	Model#	Cost	Purchase Date	Inventory	Fixed Assets	Inventory #	Location
Phone Table				\$0.00		1		00307	BP
Monitor	Gateway EV910	190116B-369677		\$0.00	12/18/2000	1		00301	BP
2 Drawer File Cabinet				\$0.00		1		00312	BP
Chair	Merit Jr Exec Chair			\$330.84	07/09/1997	1		00311	BP
Letter File Cabinet				\$159.99	07/23/1999	1		00310	BP
Printer Table				\$0.00		1		00308	BP
Hutch				\$0.00		1		00306	BP
Desk				\$0.00		1		00305	BP
PC	Gateway Pentium III	0021863441		\$1,617.81	12/18/2000			200302	BP
Printer	HP Laserjet 4000T	USNC003060		\$1,225.80				200303	BP
Ridematching	Wyse (Ridematching)	09HI0301835	WY-150-03-01	\$0.00	03/01/1999			00304	BP
Legal File Cabinet				\$0.00		1		00309	BP
Gray Chairs (3)				\$0.00		1		00389/90/91	BP/Lobby/KH
Grey Chairs (6)				\$40.00		1		00095-99&000195	Conf. Rm
Blue Chairs (12)				\$100.00		1		00083-00094	Conf. Rm
Table				\$800.00				200194	Conf. Rm
Screen				\$150.00		1		00196	Conf. Rm
Work Table				\$100.00		1		00168	CTRL
Bookshelf				\$150.00		1		00169	CTRL
Lateral File Cabinet				\$150.00		1		00171	CTRL
Bookshelf				\$100.00		1		00180	CTRL
Microwave				\$125.00		1		00181	CTRL
Printer	HP Laserjet 4 Plus			\$0.00				SURPLUS	CTRL
Refrigerator				\$350.00		1		00175	CTRL
File Cabinet				\$150.00		1		00176	CTRL
File Cabinet				\$150.00		1		00177	CTRL
Table				\$100.00		1		00183	CTRL
Work Table				\$100.00		1		00166	CTRL
Work Table				\$100.00		1		00170	CTRL
File Cabinet				\$150.00		1		00178	CTRL
File Cabinet				\$150.00		1		00179	CTRL
Design Table				\$100.00		1		00182	CTRL
Monitor	Packard Bell	LMMN50404353	1402S	\$0.00		1		00119	CTRL
PC	Dell OptiPlex			\$0.00				SURPLUS	CTRL
Printer	HP Deskjet 600C			\$0.00				SURPLUS	CTRL
PC	Colorado 350 (Computer Cite)			\$0.00				SURPLUS	CTRL
Bookshelf				\$100.00		1		00135	CTRL
Book Case				\$100.00	01/01/2001	1		00123	CTRL
Supply Cabinet				\$800.00				200174	CTRL

050

Fixed Assets

08/30/2001

Type	BrandName	Serial#	Model#	Cost	Purchase Date	Inventory	Fixed/Assets	Inventory #	Location
Drafting Table				\$0.00				SURPLUS	CTRL
Lateral Bookshelf				\$100.00		1		00134	CTRL
PC	Dell OptiPlex G1	4CD01	MMP	\$1,000.00				200118	CTRL
Power Point Projector	SharpVision	612315038	XG-E690U	\$0.00				200117	CTRL
Fax Machine	Canon LaserClass 3170	UXP11692	H12161	\$0.00	06/01/2000			200116	CTRL
Printer	HP Deskjet 970Cse	SG9BQ1F2JV	C6463A	\$150.00		1		00131	DC
Monitor	Gateway EV910	19016B373330	EV910B	\$500.00		1		00133	DC
PC	Gateway Pentium III	0021863438	M866	\$1,500.00	12/01/2000			200130	DC
Desk				\$1,200.00	01/01/2001			200155	DC
Chair				\$0.00		1		SURPLUS	DC
File Cabinet				\$150.00		1		00154	DC
Work Table				\$100.00		1		00156	DC
Chair				\$300.00		1		00157	DC
Bookshelf				\$200.00		1		00158	DC
Printer	HP Laserjet 4	USBB09769		\$300.00		1		00132	DC
Computer Table				\$150.00		1		00190	DD
Printer Table				\$75.00		1		00185	DD
Credenza				\$300.00		1		00186	DD
Desk				\$800.00	06/01/2000			200184	DD
File Cabinet				\$150.00		1		00187	DD
Chair				\$200.00		1		00189	DD
Chair				\$125.00		1		00191	DD
Monitor	Gateway EV910	19016B369679	EV910B	\$500.00	12/01/2000	1		00122	DD
Printer	HP Laserjet 2100	USGG097240	C4170A	\$550.00	02/01/2001			200121	DD
PC	Gateway Pentium III	0021863440	M866	\$1,500.00	12/01/2000			200120	DD
Bookshelf				\$150.00		1		00192	DD
Bookshelf				\$150.00		1		00193	DD
File Cabinet				\$150.00		1		00188	DD
File Cabinet				\$150.00		1		00139	DH
Desk				\$1,800.00	06/01/2000			200137	DH
Chair				\$200.00		1		00147	DH
Chair				\$100.00		1		00148	DH
Credenza				\$500.00				200136	DH
Printer	HP Laserjet 2100	USGG106067	C4170A	\$550.00	02/01/2001			200150	DH
PC	Gateway Pentium III	0021863437	EV910B	\$500.00	12/01/2000	1		00151	DH
Monitor	Gateway EV910	19016B369673	EV910	\$500.00	12/01/2000	1		00152	DH
Computer Table				\$150.00		1		00138	DH
4 Drawer File Cabinet				\$0.00		1		00350	IER
2 Drawer File Cabinet				\$0.00		1		00349	IER

Fixed Assets

08/30/2001

Type	BrandName	Serial#	Model#	Cost	Purchase Date	Inventory	Fixed Assets	Inventory #	Location
Small Metal Book Case				\$0.00			1	00348	ER
Chair				\$0.00			1	00344	ER
PC				\$0.00				200343	ER
Printer	HP LaserJet III			\$0.00				200342	ER
Large Wood Book Case				\$0.00			1	00347	ER
Extra Chair				\$0.00			1	00392	ER
Hutch				\$0.00			1	00346	ER
Desk				\$0.00			1	00345	ER
Monitor				\$0.00			1	00341	ER
Work Table				\$250.00			1	00159	JS
Bookshelf				\$150.00			1	00163	JS
File Cabinet				\$150.00			1	00164	JS
Laptop	Gateway Solo Pentium III	BVA1049128	SoloPro9300	\$4,000.00	03/01/2001			200145	JS
Monitor	Gateway EV910	19016B369685	EV910B	\$500.00	12/01/2000		1	00142	JS
Printer	HP Photosmart P1100	MY0141K0B8	C6463A	\$450.00	01/01/2001		1	00144	JS
Desk				\$800.00	06/01/2000			200165	JS
Printer	HP Laserjet 5	USKC027109	C3916A	\$400.00			1	00143	JS
PC	Gateway Pentium III	0021863467	M866	\$1,500.00	12/01/2000			200141	JS
Chair				\$300.00			1	00167	JS
Desk				\$200.00			1	00126	JT
PC	Dell Optiplex G1 Pentium II	4CCYU	MMP	\$1,000.00				200110	JT
Monitor	Everex	SB9313864	15C	\$150.00			1	00111	JT
Chair				\$250.00			1	00153	JT
Laptop				\$2,000.00				200112	JT
Monitor	Gateway EV910	USQP049747	C4224A	\$500.00	12/01/2000		1	00161	KC
Desk				\$2,000.00	04/01/1996			200172	KC
PC	Gateway Pentium III	ATXSTFFED	0021863468	\$1,500.00	12/01/2000			200160	KC
Printer		19016B389675	EV910B	\$450.00	07/01/2000		1	00162	KC
Scanner	Hewitt Packard	TW137A2096	Scanjet 7400C	\$720.00	06/01/2001			200197	KC
Desk				\$0.00			1	00356	KH
4 Drawer File Cabinet				\$0.00			1	00340	KH
Hutch				\$0.00			1	00357	KH
5 Drawer File Cabinet				\$0.00			1	00355	KH
2nd Printer Table				\$0.00			1	00359	KH
Printer Table				\$0.00			1	00358	KH
Ridematching				\$0.00				00354	KH
Printer	HP Laserjet 1100	USDG079265	C4224A	\$378.12			1	00351	KH
Chair	Jr Exec Chair			\$141.50	06/01/1998		1	00329	KH
PC	Dell OptiPlex			\$1,636.41				200353	KH

052

Fixed Assets

08/30/2001

Type	BrandName	Serial#	Model#	Cost	Purchase Date	Inventory	Fixed Assets	Inventory #	Location
Monitor				\$0.00		1		00352	KH
Refrigerator	Haier			\$0.00		1		00377	Kitchen
Microwave	Haier	00501430	MW7557W	\$0.00		1		00373	Kitchen
PC	Micron Pentium III			\$2,075.00	08/25/1999			200370	Lobby
Wall Literature Rack				\$0.00		1		00366	Lobby
Lobby Table				\$300.00		1		00173	Lobby
2 Door Supply Cabinet				\$0.00		1		00365	Lobby
Scanner	HP Scan Jet 11CX	3424A600063	C2500A	\$999.57	12/12/1995			200371	Lobby
Ridematching	Wyse	09H10400871	WY-150-03-01	\$0.00	04/01/1990			00372	Lobby
Typewriter	Brother	E13260971	EM - 605	\$0.00		1		00367	Lobby
Printer	HP Laserjet 4L	USCC497605	C2003A	\$0.00				200368	Lobby
Monitor	Samsung SyncMaster 15GLe	HMBG800255		\$2,228.03				200369	Lobby
Small Wood Book Case				\$0.00		1		00361	Open Area
Small Wood Book Case				\$0.00		1		00362	Open Area
Small Wood Book Case				\$0.00		1		00360	Open Area
Large Literature Shelf				\$0.00		1		00364	Open Area
Large Literature Shelf				\$0.00		1		00363	Open Area
File Cabinet				\$150.00		1		00127	RG
PC	Dell Optiplex GX110 Pentium II	G9LW00B	MMP	\$1,200.00				200113	RG
Printer	Deskjet 540	SG53E18309	C2462A	\$300.00		1		00114	RG
Monitor	KDS	0782201079	GS	\$500.00		1		00115	RG
Bookshelf				\$100.00		1		00129	RG
Chair				\$250.00		1		00149	RG
Desk				\$200.00		1		00125	RG
Bookshelf				\$100.00		1		00128	RG/JT
Desk				\$0.00				SURPLUS	Rob/Jen's Are
Digital Camera	Olympus	158510721	C-3000 Zoom	\$600.00	06/01/2001			200107	Safe
Digital Camera	Olympus	42518420	D340R	\$500.00	01/01/1999	1		00106	Safe
Desk				\$0.00		1		00338	SC
Chair	Jr Exec Chair			\$266.50	06/01/1998	1		00328	SC
Printer	HP Laserjet 4000T	USNC027664	C4119A	\$1,225.80				200330	SC
Hutch				\$0.00		1		00337	SC
Large Metal Book Case				\$0.00		1		00336	SC
2 Drawer Vertical File Cabinet				\$0.00		1		00339	SC
Ridematching	Wyse	09H10300397	WY-150-03-01	\$0.00	03/01/1990			00335	SC
Zip Drive	Detached/04122D00	PMAWo2E02X	Z100P2	\$0.00	01/06/1999	1		00334	SC
PC	Micron	US00875864	DJ35C	\$0.00	02/06/1995			200333	SC
Printer	HP DeskJet 1200C/PS	USC5102011	C16776A	\$2,000.76				200331	SC
Monitor	Micron	8509A1102631	UM09A11	\$0.00	12/01/1998	1		00332	SC

053

Fixed Assets

08/30/2001

Type	BrandName	Serial#	Model#	Cost	PurchaseDate	Inventory	Fixed Assets	Inventory#	Location
Desk				\$1,200.00	01/01/2001			200107	SM
Monitor	Gateway EV 910	19016B369689	EV910B	\$500.00	12/01/2000	1		00104	SM
Laptop	Toshiba	04798558-3		\$2,000.00				200103	SM
Safe	Sentry		S3417	\$500.00	10/01/2000	1		00102	SM
Printer	HP Laserjet 2100	USGG109808		\$550.00	02/01/2001			200101	SM
PC	Gateway Pentium III	0021863439		\$1,500.00	12/01/2000			200100	SM
Laptop	Winbook Pentium II	TE1456W5298N20	Winbook XL	\$2,000.00				200140	SM
Laptop	Toshiba Satellite Pro	87194880-3	PR1241U	\$2,000.00				200146	SM
Chair				\$50.00		1		00198	SM
Book Case				\$100.00	01/01/2001	1		00124	SM
File Cabinet				\$200.00		1		00109	SM
File Cabinet				\$100.00		1		00108	SM
Small Literature Shelf				\$0.00		1		00387	Spare Room
Hutch				\$0.00		1		00385	SpareRoom
2 Drawer Vertical File Cabinet				\$0.00		1		00386	SpareRoom
Desk				\$0.00		1		00384	SpareRoom
Printer Table				\$0.00		1			SpareRoom
Drafting Table (White)				\$0.00		1			SpareRoom
Tables (2)				\$0.00		1			SpareRoom
Canopy				\$1,939.56	02/22/2001		2		STA/SCI
386 Computers (2)				\$0.00				SURPLUS	Storage
Monitor (2)				\$0.00				SURPLUS	Storage
PC	Packard Bell			\$0.00				SURPLUS	Storage
Auto Folding Machine	Martin Yale			\$0.00				SURPLUS	Storage
Desk (Rob / Jen's area)				\$0.00				SURPLUS	Storage
Typewriter Table				\$0.00				SURPLUS	Storage
Printer	Brothers	HL-8E		\$0.00				SURPLUS	Storage
Metal Bookshelf				\$0.00				SURPLUS	Storage
Old Canopy	Majestic			\$690.69		1			StoreRoom
Printer	HP LaserJet III P	3102JA1KSB		\$0.00				200394	StoreRoom
TV/VCR	Symphonic 13 inch.	V10702223	W13TVCRG	\$214.73		1		00388	StoreRoom
Sony Multiscan HG			CPD-1304	\$0.00		1		00393	StoreRoom
HP LaserJet IIIP	HP			\$0.00				200394	StoreRoom
Monitor	Power II (Color Monitor)	R335HPKP0	HS0439689	\$0.00	02/27/1991			00383	Surplus
Monitor	Samsung-SyncMaster 15GLe	HMBG801117	CMA5377L	\$0.00	08/01/1996			00381	Surplus
Monitor-Surplus				\$0.00				N/A	Surplus
PC	Sony	0410254		\$0.00				00379	Surplus
Monitor	Samsung-SyncMaster 3Ne	HIBD706421	CVP4237P	\$0.00	07/01/1994			00380	Surplus
PC	Sony			\$0.00				00382	Surplus

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Fixed Assets

08/30/2001

Type	BrandName	Serial#	Model#	Cost	Purchase Date	Inventory	Fixed Assets	Inventory #	Location
Metal Book Case				\$50.00		1		N/A	Surplus
Hutch				\$0.00		1		00321	TC
Desk				\$0.00		1		00320	TC
Phone Table				\$0.00		1		00323	TC
Printer	HP LaserJet 3D			\$1,625.00	12/12/1992			200315	TC
2 Drawer File Cabinet				\$0.00		1		00318	TC
Chair	Jr Exec Chair			\$141.50	06/01/1998	1		00322	TC
2 Drawer File Cabinet				\$0.00		1		00319	TC
PC	HP Brio Celeron 600	US03403420		\$1,125.95				200317	TC
Monitor	JC's LeoPtics	SB9402153		\$0.00		1		00316	TC
Safe				\$0.00		1		00324	TC Area
Ridematching Printer Table				\$0.00		1		00314	TC Area
2 Drawer File Cabinet				\$0.00		1		00325	TC Area
5 Drawer File Cabinet				\$0.00		1		00326	TC Area
Ridematching Portserver				\$2,000.00				200327	TC Area
Printer (Ridematching)	HP LaserJet 4 Plus	JPFHO19585	C2037A	\$0.00				200313	TC Area
Laminator	Boston	17279	B1200	\$0.00		1		00378	Work Area
Fax Machine	Sharp	60101413		\$0.00		1		00375	Work Area
Table Top 5 Drawer File Cabinet				\$0.00		1		00376	Work Area
Shredder	Wilson Jones	A127341	185	\$0.00		1		00374	Work Area

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DATE: September 4, 2001
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Website Consultant Contract

Background:

In June 2001, STA staff mailed Requests for Proposals requesting hourly rates for design, maintenance and instruction. Four firms responded and were interviewed by a panel consisting of: Dan Christians, Elizabeth Richards and Janice Sells. The firms were ranked on hourly costs, experience, previous design work and availability. Listed below are the four responding firms interviewed by the panel:

1. Garson Design Services
2. Simpalife Digital Design
3. School Web Design
4. Infolane Corporation

The interviewers selected the Garson Design Group because the firm offered many years of experience, extended services, availability and the lowest hourly costs. The contract term is recommended for the period of September 1, 2001, through June 30, 2002, for an amount not to exceed \$10,000.

Recommendation:

Authorize the Executive Director to enter into a contract with Garson Design Group for Web Site Design, Maintenance and Staff Instruction for an amount not to exceed \$10,000 for the term of September 1, 2001, through June 30, 2002.



DATE: September 4, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: City of Fairfield's General Plan Amendment/EIR

Background:

On August 10, 2001, the City of Fairfield released a major General Plan Amendment and Draft Environmental Impact Report.

In its capacity as the Congestion Management Agency for Solano County, the STA has the responsibility of reviewing and commenting on general plan amendments and environmental impact reports to determine consistency with the Solano Congestion Management Program.

Discussion:

The Fairfield General Plan Amendment proposes the following major changes:

Reduce the projected number of future housing units by approximately 8,600 and reduce future commercial and industrial development by approximately 11.6 million square feet at buildout.

Reduces the future buildout population of Fairfield from 160,000 to 136,000.

Four Alternatives were considered including:

- 1.) Would implement much of the direction given by the City Council for the proposed general plan including a reduction in the Urban Limit Line; redesignation of Planning Area B and a portion of Planning Area C for agriculture; and redesignation of Planning Area D and E primarily for agriculture, high technology and a Travis Reserve. Under this alternative the eight proposed Residential and Mixed Use Revision Areas would retain their existing densities and would not be amended to allow higher density housing or mixed use.
- 2.) No annexations would occur except for "island" annexations where all or most of the property is surrounded by city limits. Seven of the eight Residential and Mixed Use Revision Areas would be redesignated for higher density housing and mixed uses.
- 3.) Cordelia Connectors - This alternative would be the same as the proposed general plan amendment except that Cordelia Road would not be widened from two to four lanes. Instead two new 4-lane roadways would be widened to 4-lanes including the

two by-passes being considered by the STA - the Northern Bypass (also called by the STA the 12W to 12E Connector) and the Southern Bypass (located between the UPRR right of way and the Suisun Marsh, between Ramsey Road/Red Top Road and Pennsylvania Avenue/SR).

4.) No Project/No Comprehensive Amendment

Based on a review of the proposed General Plan and the four alternatives above. Staff recommends the STA convey support for **Alternative 3** for the following reasons:

- This alternative would support the need for key employment and mixed-uses in and near the planned Fairfield/Vacaville Train Station and in downtown Fairfield. These proposed uses support maximizing pedestrian-oriented and future transit use (such as rail and express bus) and support programs such as the popular Transportation for Livable Communities Program, and are consistent with the STA's Jepson Parkway Concept Plan.
- The proposed Cordelia Connectors are consistent with the STA's proposed I-80/680/12 interchange and related corridor study. Separating through traffic between SR 12 west and SR 12 east and between I-680 and SR 12 E lessens the need to provide excessive widening or vertical structures on I-80, between SR west and SR 12 east.

Recommendation:

Authorize the STA Chair to submit the attached letter supporting alternatives for the Fairfield General Plan Amendment/EIR.

Attachment

September 12, 2001

City of Fairfield
Department of Planning and Development
1000 Webster Street, 2nd Floor
Fairfield, CA 94533

Attn: Dave Feinstein

Re: EIR for the Fairfield General Plan Amendment

Dear Mr. Feinstein:

As the Congestion Management Agency for Solano County, the STA has reviewed the above referenced general plan amendment and environmental impact report to determine consistency with the Solano Congestion Management Program.

Based upon this review, we support **Alternative 3** for the following reasons:

- This alternative would support the need for key employment and mixed-uses in and near the planned Fairfield/Vacaville Train Station and in downtown Fairfield. These proposed uses are critical to maximizing pedestrian-oriented and future transit uses (such as rail and express bus) and support programs such as the popular Transportation for Livable Communities Program. The Revision Areas would also help achieve the city's citywide jobs and housing balance.
- The proposed Cordelia Connectors are critical for the success of the I-80/680/12 interchange and related corridor study. Separating through traffic between SR 12 west and SR 12 east and between I-680 and SR 12 east lessens the need to provide excessive widening or vertical structures on I-80, between SR west and SR 12 east. These connectors are both consistent with the STA's I-80/680 priority project.

Also attached are some more technical comments on the EIR. Thank you for this opportunity to comment. If you have any questions, please contact Dan Christians, Deputy Director for Planning, at (707) 422-6491.

Sincerely,

Marci Coglianesse, Chair
Solano Transportation Authority

Attachment

**Solano Transportation Authority Comment Summary of
City of Fairfield Draft Program Environmental Impact Report for the Comprehensive
Amendment to the City of Fairfield General Plan
September 5th, 2001**

Page/Figure	Reference	Comment
Figure 2-3	Proposed Land Use Diagram for Proposed General Plan	Request to have current General Plan added to show current planning areas to compare to those in the newly proposed GP
2-32	2.9.2 Other Agencies	STA, in its capacity as a congestion management agency, considers itself a responsible agency for purposes of general plan amendments and related CEQA documents.
2-33	First Bullet "Solano County Transportation Authority"	Please refer to the Solano Transportation Authority correctly by removing "County" from the STA title in the bullet and in the sentence following.
Figure 4-3	Bicycle/Trails System	Suggest including: 1) Bike route on Cement Hill and Vanden Rd as part of the Jepson Parkway proposal 2) Assign McGary Rd as a multi-use trail
4-6	Congestion Management Program (CMP)	Please include the "Draft 2001 CMP" was approved by the STA Board on July 11, 2001. A finalized version is expect to be approved on October 11, 2001."
6-67	Existing Air Quality Conditions	Suggest referencing the proposed 2001 Bay Area Ozone Attainment Plan.
6-80	Major Arterial Thoroughfares	Suggest referencing Jepson Parkway as a major arterial thoroughfare.

Description of Proposed General Plan Revision, Alternatives, and Related Actions

2.1 Introduction

The City proposes a comprehensive amendment to the existing City of Fairfield General Plan (existing general plan). The changes include amendments to the text of the existing general plan and its Land Use Diagram. To ensure consistency with the proposed general plan, the Zoning Ordinance, Map of Zoning Districts, Scenic Vistas and Roadways Plan, Open Space Acquisition and Management Plan, Open Space Approval Guidelines, and Comprehensive Annexation Plan would be amended, and the Travis Protection Plan would be repealed.

The proposed general plan would reduce the land area within the Urban Limit Line and reduce the land area designated for development compared to what is projected for the existing general plan. In addition, land-use designations and zoning for certain neighborhood areas within or directly adjacent to the city limits would be amended to allow higher density residential uses or a wider mix of uses than are currently allowed. Compared to the existing general plan, the proposed general plan would reduce the projected number of future housing units by approximately 8,600 and reduce future commercial and industrial development by approximately 11.6 million square feet at buildout.

This chapter identifies the location of the planning area; describes the objectives of the proposed general plan; summarizes the general plan elements, policies, and land use designations of the proposed general plan; summarizes alternatives to the proposed general plan; and outlines the public participation process associated with preparation of the proposed general plan and this program EIR.

2.2 Project Location and Background

2.2.1 Location

Fairfield is located along the I-80 corridor in central Solano County between the San Francisco Bay Area and Sacramento metropolitan areas, covering an area of approximately 37 square miles (figure 2-1). Fairfield is bisected by the I-80 and I-680 corridors, as well as by State Route (SR) 12. Fairfield is bordered by hills to the west, Suisun City and Suisun Marsh to the south, the Vaca Mountains to the north, Lagoon Valley to the northeast, and ranchlands to the east. Fairfield includes Travis Air Force Base (AFB), which is located in the easternmost portion of Fairfield, and the Cordelia area, which is located in the westernmost portion of Fairfield at the I-80/I-680 interchange. Vacaville is located to the northeast along the I-80 corridor.

2.2.2 Background

The City's current planning area comprises approximately 78,900 acres: 24,400 acres (31%) under City jurisdiction and 54,500 acres (69%) under Solano County jurisdiction. The land-use diagram includes the City's adopted Urban Limit Line, which represents the City's proposed ultimate boundary. Figure 2-2 illustrates the City's planning area, including the existing Urban Limit Line, and current city limits. The 3 distinct communities that characterize Fairfield—central Fairfield, Cordelia, and the Travis AFB/Northeast area—are described below.

Central Fairfield

Central Fairfield is bounded by Suisun Valley on the west, the Vaca Mountains and Cement Hill on the north, Claybank Road on the east, and the City of Suisun City and Union Pacific Railroad (UPRR) tracks on the south. This area contains the city's oldest residential neighborhoods, as well as new, more upscale housing. It also includes several commercial and industrial areas and serves as the center of Solano County and the City and Solano County governments.

Cordelia

Cordelia is located west of central Fairfield in the vicinity of the I-80/I-680 interchange and is connected to central Fairfield by I-80, Cordelia Road, Rockville Road, and the linear park trail (figure 2-2). Suisun Valley, an intensive agricultural area, separates Cordelia and central Fairfield. A specific plan for the planning area was adopted in 1974 that called for a master planned, self-sufficient community. The specific plan was amended in 1986 but repealed

in 1999; instead, relevant policies from the specific plan were added to the land use element of the general plan.

Travis Air Force Base/Northeast Area

The Travis AFB/Northeast area includes Travis AFB and land generally located east of Clay Bank Road and north of Air Base Parkway. Used for military operations since the early 1940s, Travis AFB has influenced the character and economic profile of Fairfield. It was originally located 5 miles east of Fairfield, but the base is becoming connected to central Fairfield as development progressively extends eastward. Much of the remainder of the area is vacant, but there is an area of heavy industrial development along Huntington Drive. Various manufacturing and service commercial uses are located along Peabody Road and Cement Hill Road in unincorporated Solano County. Several hundred residences are located east of Peabody Road, between Dobe Lane and Whitney Drive.

2.3 Objectives of the Proposed General Plan

The City has determined that a need exists to amend the general plan comprehensively to:

- promote more efficient land development,
- better preserve agricultural uses within the planning area,
- develop a land use mix that better supports alternatives to the automobile, and
- better promote compatible uses adjacent to Travis AFB.

Past strategies for future development in Fairfield have emphasized annexation of undeveloped land and establishment of unique identities for the western, central, and eastern areas of the city. The experience of other cities, however, has demonstrated that this type of growth pattern plays an important role in causing urban sprawl. Symptoms of sprawl include the loss of productive farmland, increased parking and infrastructure requirements, increased traffic, and a growing inability to access basic services without the use of an automobile.

The existing general plan was adopted in 1992 and was amended substantially in 1994 and 1995. It calls for future development to occur within the adopted Urban Limit Line, which represents Fairfield's proposed boundary for the life of the general plan and includes more than 10,000 acres located outside the existing city limits (figure 2-2).

Under the existing general plan, buildout of Fairfield would result in a city population of approximately 160,000, compared to a current population of approximately 98,800 (California Department of Finance 2001). Much of the

new development under the existing general plan would occur outside the city limits in 4 phasing areas—special study areas that have the potential to become urban areas. Figure 2-2 illustrates the existing phasing areas.

2.4 Proposed General Plan Amendments

To meet the objectives identified above, the City is proposing amendments to the existing general plan that would reduce the land area within the Urban Limit Line and reduce the land area designated for development. In addition, the land-use designation and zoning for certain areas within or directly adjacent to the city limits would be amended to allow higher density residential uses or a broader mix of uses than currently allowed. With implementation of the proposed general plan, buildout of Fairfield would result in a population of approximately 135,000 (table 2-1). These changes are described below and shown in figure 2-2.

The planning horizon of the proposed general plan is 2020, but buildout is expected to occur after 2020.

Table 2-1. Projection of Housing, Population, and Jobs at Buildout of Proposed General Plan

	Housing	Population	Jobs
Existing (January 1, 2001)			
Cordelia	3,140	9,320	N/A
Remainder of City	<u>29,260</u>	<u>89,480</u>	N/A
Subtotal	32,400	98,800	43,400
Projected Additions			
Cordelia	4,600	12,550	11,370
Remainder of City	<u>9,200</u>	<u>24,810</u>	<u>22,240</u>
Subtotal	13,800	37,360	33,610
Projected Buildout Totals			
Cordelia	7,740	21,870	N/A
Remainder of City	<u>38,460</u>	<u>114,290</u>	N/A
Citywide Buildout Totals	46,500	136,160	77,010

Note: Totals have been rounded to the nearest 10.

Source: Proposed general plan (existing total housing and population figures provided by the California Department of Finance existing job figures provided by the Association of Bay Area Governments [ABAG])

2.4.1 Elements of the Proposed General Plan

As part of the comprehensive amendment to the existing general plan, the City proposes to modify (or create, in the case of agriculture) the following 9 elements:

- Land Use Element,
- Circulation Element,
- Open Space, Conservation, and Recreation Element,
- Health and Safety Element (includes noise),
- Public Facilities and Services Element,
- Urban Design Element,
- Economic Development Element,
- Travis Air Force Base Protection Element, and
- Agriculture Element (new).

The Housing Element would not be amended as part of the proposed general plan. The Housing Element is a separate project under CEQA, and the direct environmental effects of the City's proposed Housing Element are considered under a separate environmental review. However, this program EIR analyzes the effects of the overall proposed general plan on housing and population as well as the cumulative and growth-related effects as they pertain to housing.

Land Use Element

The Land Use Element has the broadest scope of the City's seven mandatory elements. It is central to correlating all land-use issues into a single set of coherent and consistent development policies. Its goals, objectives, policies, and programs relate directly to all other elements.

Through the Land Use Diagram, goals, objectives, policies, and programs, the Land Use Element is a plan for future development of Fairfield to 2020. This plan is a response to the unique issues, opportunities and constraints that face the community. Key issues addressed in the Land Use Element are the amount and rate of growth, distribution and location of future land uses, and extent of Fairfield's future boundaries. The following describes the major components of the Land Use Element.

Livable City Land Use Concept

The proposed Land Use Element is based on a future scenario known as the "Livable City" concept. This concept envisions the city developing in a manner

that promotes a more compact and efficient land use pattern and places less emphasis on development that necessitates automobile use. In particular, the Land Use Element incorporates the following concepts:

- Fairfield will remain an important center in Solano County for government, business, and commerce. The downtown area will become a stronger center for the entire city.
- There will be a strong commitment to protection of agricultural areas outside the Urban Limit Line and to separation from other urban areas in the county.
- Future development will largely occur within the existing city limits. Limited development will be proposed outside the city limits, primarily to achieve certain related objectives that are difficult to achieve within the existing city limits (e.g., establishment of a large technology-related industrial center and development of a regional open space park north of the city).
- Incentives will be provided for concentrated development of infill areas within the existing city boundaries. These incentives will include modifications to development regulations and city fees.
- There will be greater emphasis placed on pedestrian-oriented development and transit-oriented development.
- The existing separation of the western, central, and eastern areas of the city will become more connected, with emphasis on a common city identity and citywide diversity in development. However, areas such as Cordelia that will remain remote from central Fairfield and downtown will have high-quality governmental services, recreation, shopping and employment.
- There will be a citywide balance of jobs and housing, with an emphasis on diversity in jobs and housing options. The desired citywide ratio is 1.4 jobs per housing unit. This ratio is consistent with the desired overall ratio for the 9-county San Francisco Bay Area established by recent policy decisions of the ABAG.
- The City will provide high-quality services and infrastructure in accordance with adopted standards.

The proposed Land Use Diagram includes a Urban Limit Line, which represents the ultimate limit of the city (figure 2-3). Land Use Element policies direct that urban development be confined within this Urban Limit Line, reflecting a commitment on the part of the City to preserve the nonurban areas surrounding the city; this is an integral part of the Livable City concept. This concept envisions Fairfield being surrounded by a greenbelt buffer of open space and clearly separated from the other cities of Solano County.

The Livable City concept, as represented in the Land Use Diagram, contains a range of land-use categories, which are discussed in detail in the Land Use Element. The diagram also includes three Master Plan Areas, which are described below.

the City's plan for future annexations. The most recent Comprehensive Annexation Plan was adopted in 1998. The proposed general plan would change the City's annexation plans. Proposed amendments to the Comprehensive Annexation Plan include eliminating several annexations, updating background data, and cleaning up language to ensure consistency with the proposed general plan. References to all Phasing Areas would be eliminated, and the Technology Park would be added as an annexation area. A 14-acre area between Fulton Drive and I-80 within the Urban Limit Line has been added as a new annexation area. This area, designated for industrial uses, is nearly surrounded by the city limits and was not included in the previous Comprehensive Annexation Plan because of an oversight. Because of existing infrastructure limitations, the proposed Technology Park is included as a potential annexation area beyond 2007.

2.5 Development Estimates

As part of the proposed general plan, the City would continue to develop lands within the planning area through buildout. Table 2-2 identifies the vacant acreage that is expected to be developed by buildout based on the land uses specified in the Land Use Diagram. It also estimates the total number of dwelling units that would be developed by buildout.

The City has identified 16 areas totaling approximately 4,000 acres for probable annexation during the planning period as part of its Comprehensive Annexation Plan (figure 2-6). Twelve of these areas, covering approximately 796 acres, may be proposed for annexation within the first 5 years of the Comprehensive Annexation Plan. These areas would include the Peabody-Walters Master Plan Area (492 acres), which includes the Train Station Site and Parker Ranch, which includes the 204-acre area proposed for redesignation and rezoning under the proposed revision to the City's noise standards (figure 2-6).

The remainder of the probable annexations would be annexed after the first 5 years. Figure 2-6 shows these areas and would include the Rancho Solano North Master Plan Area (approximately 1,930 acres) and the Technology Park (approximately 800 acres). The City does not intend to annex any of the land in the proposed Travis Reserve during the term of the Comprehensive Annexation Plan.

2.6 Alternatives Screening Process

Before the decision was made to prepare an EIR, the City did not conduct a formal screening process for alternatives to the proposed general plan. The proposed general plan was developed based on direction given by the City Council, as opposed to planning committees, through a series of City Council study sessions (February 8, February 26, and June 26, 2000). At each meeting, the City Council provided basic direction regarding the components of the

Table 2-2. Comparison of Vacant Lands Converted (acres) and Dwelling Units at Buildout of Proposed General Plan to Alternatives

Land Use Designation	Proposed General Plan ^{a, c, d}	Alternative 1 ^{a, c, d}	Alternative 2	Alternative 3 ^{a, c, d}	Alternative 4 ^{a, b, c, d, e}
Vacant Lands Converted					
Residential	2,074.6	2,079.9	1,650.9	2,074.6	3,935.7
Commercial	554.0	548.7	477.9	554.0	665.0
Industrial	1,911.5	1,921.5	1,066.0	1,911.5	2,546.3
Mixed Use	<u>73.5</u>	<u>63.5</u>	<u>71.6</u>	<u>73.5</u>	<u>235.5</u>
Total	4,614	4,614	3,267	4,614	7,373
Dwelling Units					
Residential					
Low Density	1,819	1,819	1,442	1,819	6,891
Medium Density	7,964	8,029	7,108	7,964	9,597
High Density	2,798	2,370	2,323	2,798	3,683
Mixed Use	491	0	491	491	338
Density Undetermined ^{c, d, e}	<u>725</u>	<u>725</u>	<u>0</u>	<u>725</u>	<u>1,925</u>
Total	13,797	12,943	11,364	13,797	22,434

Note: Footnotes in header row may not apply to Density Undetermined data. Footnotes that do apply to all Density Undetermined data are indicated in the Density Undetermined row.

Vacant Land Conversion

- ^a Acreage figures do not include the Rancho Solano North Master Plan Area (Phasing Area C in the existing general plan). Acreage for this area is approximately 2,000 acres under the proposed general plan and alternatives 1-3 and approximately 2,350 acres under alternative 4. The area has been excluded from precise acreage totals because locations that will be available for development within the Rancho Solano North Master Plan Area and specific land uses for the area have not yet been identified. For more information about the planning process and development policies for the Rancho Solano North Master Plan Area, see chapter 2.3.
- ^b Acreage figures do not include Phasing Area B, which totals approximately 4,000 acres. This area has been excluded from precise acreage totals because locations that will be available for development within Phasing Area B and more specific land uses for the area are not identified in the existing general plan. For more information about the planning process and development policies for Phasing Area B, see the Land Use Element of the 1992 general plan.

Dwelling Units

- ^c figure includes Nelson Hill Master Plan Area (425 units, density undetermined)
- ^d figure includes Rancho Solano North Master Plan Area/Phasing Area C (300 units, density undetermined)
- ^e figure includes Phasing Area B (1,200 units, density unknown)

Source: City of Fairfield 2000.

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proposed general plan. Direction regarding some topics was relatively direct at the first meeting, but other issues required further analysis and recommendation by staff before the City Council could provide direction. For most issues where further analysis was presented, the only decision deliberated by the City Council was whether to make a certain change to the general plan. A variety of choices was offered, however, for two issues in particular: alternative locations for a technology park and alternative locations for the Residential and Mixed Use Revision Areas.

For the technology park, five alternate locations were identified as sufficiently large (more information is provided in Attachment 6 to the June 26, 2000, staff report). One was rejected because it was the smallest in size and the various owners wished to develop the property for uses other than industrial. One was rejected because it includes a significant amount of known wetlands and not enough unencumbered land. One was rejected because it includes prime agricultural land in Suisun Valley. The technology park site chosen by the council was a combination of the remaining alternate locations, which are adjacent. The sites were combined to offset possible reductions in their sizes because of environmental constraints.

For the Residential and Mixed Use Revision Areas, the City Council reviewed 33 sites throughout Fairfield that were identified by staff as having the potential for development of higher density residential uses or a greater mix of uses (more information is provided in Attachment 9 to the June 26, 2000, staff report). For each site, the site context, opportunities, and constraints were analyzed to determine suitability. The City Council rejected 18 sites for a variety of reasons, including site size, environmental constraints, lack of infrastructure, clear conflicts with adjacent land uses, or relative benefit of the existing land-use designation. The City Council selected 15 sites for revision. One was rejected after further study concluded it was too small. Three were rejected when development applications came in under existing designations. Four were combined into the single Train Station Revision Area. This left a total of eight Residential and Mixed Use Revision Areas.

2.7 Alternatives to the Proposed General Plan

Following seven scoping meetings and a preliminary review of the project impacts, the City developed four alternatives to the proposed general plan. The first two alternatives represent logical strategies for minimizing the project impacts: not adopting the changes in the Residential and Mixed Use Revision Areas or not annexing any additional land. Another alternative, requested by the City Council, presents an analysis of the proposed general plan with an alternative solution for conveying nonfreeway traffic between Cordelia and central Fairfield. The final alternative, required by CEQA statute, is the no-project alternative. This alternative represents the development scenario under continued implementation of the existing general plan.

The intent of the alternatives is to provide feasible choices that have fewer impacts than the proposed general plan. No alternatives were developed and then rejected.

Table 2-2 compares the projected increase in converted vacant lands and the project total dwelling units at buildout, respectively, under the proposed general plan and each alternative.

2.7.1 Alternative 1. Proposed General Plan Excluding the Residential and Mixed Use Revision Areas

This alternative would implement much of the direction given by the City Council for the proposed general plan, including a reduction in the Urban Limit Line; redesignation of Phasing Area B and a portion of Phasing Area C for agriculture; and redesignation of Phasing Areas D and E primarily for agriculture, high technology, and a Travis Reserve. Under this alternative, however, the eight proposed Residential and Mixed Use Revision Areas would retain their existing designations and would not be amended to allow higher density housing or mixed use. Table 2-2 indicates that essentially the same amount of vacant lands would be converted to residential and commercial uses under Alternative 1 as would under the proposed general plan. As shown in table 2-2, approximately 12,943 new residences would result from this alternative, compared to the 13,797 estimated at buildout under the proposed general plan.

2.7.2 Alternative 2. Development within Existing City Limits

Under this alternative, no annexations would occur except for "island" annexations, where all or most of the property is surrounded by the city limits. All other lands in the City's planning area that are outside the existing city limits would be redesignated to be consistent with the Solano County General Plan (figure 2-7). Seven of the eight Residential and Mixed Use Revision Areas would still be redesignated for higher density housing and mixed uses. The Revision Area around the future train station, which is outside the city limits, would be redesignated to be consistent with the Solano County General Plan. The property acquired by the City for the train station would still be developed for a train station, but would remain outside the city limits.

This alternative would result in the conversion of approximately 3,267 acres of vacant lands to residential, commercial, and industrial uses, compared to 4,614 acres under the proposed general plan (table 2-2). It would also result in approximately 11,364 additional new residences, compared to the 13,797 estimated at buildout under the proposed general plan (table 2-2).

2.7.3 Alternative 3. Cordelia Connectors

The proposed general plan proposes that Cordelia Road eventually be widened to 4 lanes to provide a connection between Cordelia and central Fairfield besides I-80.

This alternative would be the same as the proposed general plan except that Cordelia Road would not be widened to 4 lanes. Instead, two new 4-lane roadways would be constructed to serve projected traffic from Cordelia to central Fairfield: one alignment would generally run from I-680 at Red Top Road to SR 12 at Pennsylvania Avenue (southern bypass), and the other would run from Mangels Boulevard at Suisun Valley Road to SR 12 at I-80 (northern bypass) (figure 2-8). The southern and northern bypass would both need to be constructed to replace the 4-lane Cordelia Road. The proposed alignments are described in more detail below.

Southern Bypass

The southern bypass would begin with a new interchange at Red Top Road and I-680. The western segment of the southern bypass could be constructed within a broad corridor from Red Top Road to the UPRR right-of-way. It could generally parallel I-680 for approximately 2/3 mile, then curve northeast for approximately 2/3 mile before reaching a crossing of Dan Wilson Creek approximately 500 feet south of the tracks (figure 2-8). The southern bypass would continue northeast for approximately 1,400 feet to the UPRR right-of-way, then parallel the south side of the right-of-way for approximately 3 miles to Abernathy Road. Alternatively, the western segment of the southern bypass could also be aligned directly northeast from Red Top Road, cutting through the Suisun Marsh and then running parallel to the UPRR tracks for approximately 2 miles to Abernathy Road (figure 2-8). It would turn slightly eastward, away from the UPRR right-of-way, and join Cordelia Road after approximately 2,500 feet. The last 2 miles of Cordelia Road east to SR 12 at Pennsylvania Avenue would be improved to 4 lanes. Portions of the existing Cordelia Road alignment would be altered slightly to accommodate traffic at higher speeds. Additional improvements would include a short spur road connecting to Ramsey Road and extending Chadbourne Road and Beck Avenue to connect with the new roadway at a signalized, at-grade intersection.

Northern Bypass

The northern bypass would begin at the eastern end of Mangels Boulevard at Suisun Valley Road. It would run eastward for approximately 1,600 feet along the south border of Fairfield Corporate Commons business park before curving northeast and following the northern edge of I-80, skirting around the truck scales, for approximately 2.25 miles before connecting with SR 12 at I-80. The new road would not connect to I-80. Approximately 1/3 mile before the SR 12

intersection, a turnaround area would be constructed to allow vehicles to avoid entering SR 12.

2.7.4 Alternative 4. No Project/No Comprehensive Amendment

CEQA requires consideration of a “no-project” alternative regardless of whether it would meet the objectives of the proposed project (State CEQA Guidelines, Section 15126.6). This alternative is considered to be continued development as it would occur under the existing general plan.

Under this alternative, the changes to the existing general plan would not occur. The existing land-use classifications would remain in effect. The phasing areas would remain available for long-term development subject to discretionary approval by the City. The Travis Protection Plan would not be repealed. As shown in table 2-2, this alternative would result in the conversion of 7,372 more acres of vacant lands and 22,434 additional housing units compared to existing conditions, which is substantially more than the projected 4,613 acres of converted vacant land and the additional 13,797 housing units that would occur under the proposed general plan.

2.8 Public Participation

The City hosted numerous opportunities, summarized below, for the public to be involved in the proposed general plan and environmental review (in the form of this program EIR) processes.

2.8.1 Proposed General Plan

The proposed general plan is based on direction given by the City Council and City Planning Commission at study sessions in February and June 2000. More than 1,000 persons, including those whose properties would be redesignated, rezoned, or otherwise directly affected by the project; those who own property within 300 feet of the 8 Residential and Mixed Use Revision Areas; those who specifically requested notification; and those on the City Department of Planning and Development’s “Planning Issues” and “Cordelia” mailing lists were provided with public notification of the proposed amendments and rezonings. In August 2000, City staff also conducted 2 workshops to inform landowners whose land’s status would be affected under the proposed general plan of the specific proposed changes and hearing dates and to answer questions. In fall 2000, the proposed general plan was reviewed by the City Open Space Commission and City Planning Commission. Following public testimony, both commissions recommended that the proposed general plan be adopted. In



DATE: September 4, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Countywide Trails Plan Consultant

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 specific 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 the open space and transportation planning efforts.

On March 14, 2001 the STA Board supported funding applications for the Countywide Trails Plan from various available funding sources. Applications have been made to the YSAQMD, the State of California Transportation and Enhancements Program (TEA) and the Bay Trail and Ridge Trail programs. On April 3, the Solano County Board of Supervisors unanimously approved co-sponsoring the trails application and preparation of the trails plan. To date the following funding has been secured:

California TEA Grant (Vallejo Bay Trail Connector Segment)	\$100,000
Bay Trail Program (Pending)	\$40,000
YSAQMD	<u>\$5,000</u>
TOTAL	\$145,000

On July 11, 2001, the STA Board authorized staff to release a Request for Proposals to select a consultant to prepare the plan.

Consultant interviews were held on August 23, 2001. An interview panel consisting of staff representatives of the STA, Solano County Environmental Management Department, the City of Fairfield, the Ridge Trail, and the Solano Open Space and Farmlands Foundation screened the proposals and served on the interview panel. On August 29, the TAC forwarded a recommendation to the STA Board to authorize the Executive Director to enter into a contract with the selected consultant firm.

Discussion:

Proposals were received from the following firms:

Bruce Randolph Anderson & Associates
Alta Transportation Consulting, Inc.
EDAW

The interview panel selected Bruce Randolph Anderson & Associates to conduct the study.

Although there is sufficient funding to conduct Phase 1 (an initial Trails Plan for incorporation into the CTP) and Phase 2 (Vallejo Bay Trail Connector), additional funding in the approximate amount of \$60,000 will be needed before the Phase 3 (the 20 Year Countywide Trails Plan) can be prepared.

Staff is also recommending that the STA Board form a Trails Advisory Committee (TRAC) to meet bi-monthly with the consultants and member agencies to draft the plan. The members of the committee are preliminarily proposed to include representatives of:

- Solano Open Space Coordinating Group
- Solano County Farmlands and Open Space Foundation
- Solano County Recreation Commission
- Carquinez Strait Trust
- Ridge Trail Council
- Bay Trail
- Tri-Cities (Benicia, Fairfield, Vallejo, Solano County)
- North Cities (Dixon, Rio Vista, Solano County, Suisun City, Vacaville)
- Farm Bureau
- State Parks Division
- Yolo-Solano Air Quality Management District
- Bay Area Air Quality Management District
- User Groups (i.e. trails, mountain bikes and equestrian)
- Greater Vallejo Recreation District (GVRD)
- Bicycle Advisory Committee

Staff from the Solano County Environmental Management Department and the STA will staff the committee. STA will administer the consultant contract.

Currently the preliminary schedule is as follows:

Select consultant and Approve Contract	September 2001
Form Committee	September 2001
Committee Meets Bi-Monthly	Oct. 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

Fiscal Impact: None at this time to the STA General Fund. The proposed consultant work for Phase 1 & 2 will be reimbursed from grants. Phase 3 (optional at this time) would require additional funding during 2002-03. Staff will continue to pursue funds for this final phase of work.

Recommendation:

Authorize the Executive Director to enter into a contract with Bruce Randolph Anderson & Associates in an amount not to exceed \$145,000 for Phase 1 and 2, establish the membership, and schedule for the plan, and continue to pursue funds for Phase 3.



DATE: September 4, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
Nancy Whelan, Nancy Whelan Consulting
RE: Solano Paratransit FY 2000-01 Budget

Background:

In March 2001, STA staff reported that an increase in Solano Paratransit service was anticipated due to increased service demand and the addition of a fourth paratransit vehicle. At that time, a net increase of approximately \$27,000 was projected for the Solano Paratransit FY 2000-01 budget. The SolanoLinks Consortium and the TAC recommended approval of the staff recommendation to approve the increased FY 2000-01 budget and directed staff to develop a recommendation to address the funding shortfall. The STA Board approved the action on April 11, 2001, resulting in a budget of \$291,273, net of fares.

With the final FY 2000-01 quarter invoice submitted, the operations will exceed the approved budget by approximately \$4,000, net of fares.

Additionally, the contract states that STA shall be responsible for the costs associated with the repair and replacement of major vehicle components of STA owned vehicles, such as engines, transmissions, steering, and air conditioning. All major repairs must be approved by the STA. In FY 2000-01, one transmission replacement, one wheelchair lift replacement, and one engine replacement for STA vehicles occurred costing a total of \$28,511.

A comparison of Solano Paratransit contract actual expenditures vs. budgeted expenditures for FY 2000-01 is attached. A total variance of approximately \$32,527 is shown, including the major vehicle repair costs. Funding for the final \$32,527 budget increase, and for the previously approved increase of \$27,000 must be identified.

Staff is currently discussing funding options with the members of the Solano Paratransit partnership. One option is to seek 50% of the overage from the member agencies' TDA, and 50% of the overage from the STAF balance for the northern county. Another option may include an extension of the existing cost sharing arrangement between the member agencies. These options will be explored and a recommendation developed and presented to the SolanoLinks Consortium and TAC at their meeting of September 26, 2001 meetings. The TAC reviewed the

expenditure increase and staff recommendation for a contract amendment and recommended both items be forwarded to the Board for approval

Recommendation:

Approve the following:

1. An increase of approximately \$4,000 to the net FY 2000-01 operating budget and \$28,511 for major vehicle component repair for Solano Paratransit.
2. Amend the contract between STA and the City of Fairfield for Solano Paratransit services to reflect the approved FY 2000-01 budget.
3. Identify funding sources to address the needs beyond the original FY 2000-01 Solano Paratransit budget.

Attachment



DATE: September 4, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: 2002 Regional Transportation Improvement –
Program and Reprogramming of 2000 RTIP Funds

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).

On June 13, 2001, the STA Board authorized staff to prepare funding recommendations for six project priorities with specific funding ranges and on July 11, 2001, the STA Board approved a draft 2002 RTIP totaling \$33.5 million pursuant to the California Transportation Commission's (CTC) adoption of the 2002 STIP fund estimate at their meeting of August 22 & 23, 2001. At the July 11th STA Board meeting, staff noted the draft fund estimate for the 2002 STIP has been reduced and Solano County's available 2002 RTIP funds had decreased from an earlier estimate of \$37 million to \$27.141 million. On August 23, the CTC approved the final 2002 STIP Fund Estimate with an additional adjustment increasing Solano County's 2002 RTIP share up to \$30.183 million.

At the July 11th Board meeting, the following draft 2002 RTIP was adopted:

<u>Project</u>	<u>Recommended Funding</u>
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 projects	\$33.5 Million

Based on previous Board direction, a total of \$12.25 million 2002 RTIP funds had 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 \$151,000 for the two year period and the STIP/STP swap \$320,000 for the same two year period).

In addition to the 2002 RTIP, staff is recommending several adjustments to the 2000 RTIP be made. These adjustments include reprogramming \$2.5 million in lapsed 2000 RTIP funds for the Vallejo Intermodal Center and \$.5 million for the Vallejo Maintenance Facility. The funds for both of these projects were lapsed in June 2001 because the project sponsor miss-programmed all of the funding in the first year of the program. It is also recommended that \$2.1 million in lapsed 2000 RTIP funds be reprogrammed for the Jepson Parkway which was lapsed due to delays caused by the NEPA 404 process. In addition, staff recommends reprogramming the \$1 million placed in the STA's 2000 RTIP reserve for Regional Express Bus.

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. Currently, \$33.433 million in 2002 RTIP funds are available for programming. This is a combination of \$30.183 in new funds, \$2.25 million in APDE funds (previously set aside for the Capitols and \$1 million in 2000 RTIP reserve funds (reprogrammed from express bus).

Based on the available funds, staff is recommending the following adjustment to

1. Reduce total 2002 RTIP funding for the Capitol Corridor Rail Program by \$.5 million
2. Delay programming of RTIP funds for I-80/505 Weave Correction until PSR is completed and place \$962,000 in Solano County's RTIP reserve for the project.

The following is the status of each project and provides the basis for staff's recommendation:

1. I-80/680 Interchange

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

In June 2001, 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. Staff is still working with Caltrans to obtain support for 2002 ITIP funding. This is one of three STA's priorities for federal funds.

2. Jepson Parkway

This project recently completed the NEPA 404 process and initiation of the environmental impact report/study has begun. Currently, \$52 million has been allocated toward this project. The revised project cost estimates for the core project have increased to \$108 million. This is the second of the STA's three priorities for federal funds.

Staff recommends \$10 million in 2002 RTIP funds be allocated for this project and the \$2.1 million in lapsed 2000 RTIP funds be reprogrammed to the 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 the third 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 a key inter-modal hub for ridesharing, vanpooling, and as a transfer point for local and intercity transit service. The project site plan also plans for 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. Staff also recommends the \$3 million in lapsed 2000 RTIP funds be reprogrammed for the Vallejo Intermodal Station (\$2.5 million) and the Ferry Maintenance Facility (\$.5 million).

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 recommends \$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 | <u>\$2.25 million</u> |

Total	\$2.375 million
2. Capitol Corridor Track/Operational Improvements -In support of priority site/Fairfield/Vacaville	\$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

The \$1 million in operational improvements will be matched with the Capitol's 2002 Inter-city ITIP request for the Bahia Viaduct (project total of \$2.3 million). Staff recommends the additional \$500,000 recommended in July be removed for a total of \$5 million for the Capitol Corridor program.

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 September 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. Caltrans presented the STA staff and the TAC with a review of the draft PSR on August 28. Based upon this presentation Caltrans District IV staff is still uncertain about the relative ranking of this project as a 2002 SHOPP candidate.

Staff initially recommended \$500,000 in 2002 RTIP funds be allocated for this project. After further discussion with the STA TAC, it was recommended the amount be increased the \$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. Based on other SHOPP competing project priorities (such as phase 2 of the Red Top Mitigation and the Hwy 12/I-80 Truck Climbing Lane PSR) and the near completion of the project PSR for the I-80/505 Weave, the TAC recommended the balance of unallocated 2002 RTIP funding (\$962,000) be placed in reserve as a potential match for the 80/505 Weave Correction project until the PSR is completed and presented to the TAC and STA Board for review.

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 and the TAC have developed a funding formula to guide the future allocation of funds for local roads for the 2002 RTIP, a potential future local funding measure, and is requesting authorization to develop a criteria for future federal Surface Transportation Program (STP) funds (see agenda item VII.B).

Staff is recommending \$2 million in 2002 RTIP funds be allocated for local road rehabilitation. Similar to the allocation of RABA funds for local road rehabilitation in 2001, staff is

recommending project sponsors be limited to one project per agency with the caveat the allocation per agency be consistent with the policy adopted under agenda item VII.B for the 2002 RTIP.

Attached is a matrix that reflects the proposed final 2002 RTIP program for Solano County including the allocation of lapsed funds.

Recommendation:

Approve Solano County's 2002 RTIP Program allocations and reprogramming of 2000 RTIP projects as specified

Attachment

**Solano Transportation Authority
2002 Regional Transportation Improvement Program**

STA RTIP Programming				
Project	RTIP Funding (000's)			
	New Funds	Existing Reserve Funds	Lapsed Funds	Total
I-80/680 Interchange	\$ 10,000	\$ 4,219		\$ 14,219
Jepson Parkway	10,000		2,100 *	12,100
Vallejo Intermodal Station	5,000		2,425 *	7,425
Vallejo Ferry Maintenance Facility			425 *	425
Capitol Corridor Rail Service	5,000			5,000
Local Road Rehabilitation Projects	2,000			2,000
STIP PPM	471			471
Reserve Funds	962			962
CMAQ Match*	-		62 **	62
TOTAL	\$ 33,433	\$ 4,219	\$ 5,012	\$ 42,664

* Funds will be reprogrammed to same project they were programmed to when they lapsed.

** Funds will return to Reserve Funds



DATE: September 4, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STA Policy for Allocation of Federal and State
Funds for Local Road Rehabilitation

Background:

On April 11, 2000, the STA Board approved a series of policy recommendations covering three topics: 1) "Establishing the vision" for the Comprehensive Transportation Plan – Policies for the CTP, 2) Integration of the CTP into other emerging countywide issues, and 3) How do we fund the CTP? Subsequently, three specific policy issues were identified prior to the STA completion of the funding and implementation of the CTP; 1) allocation of countywide funds for local interchanges, 2) development of an allocation formula for local road rehabilitation funds, and 3) the continued utilization of TDA funds for local roads.

MTC separates local roads into two separate categories, Metropolitan Transportation System (MTS) and non-MTS. MTS roads are part of the region's overall MTS system that is defined by MTC as the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports, airports, and transfer hubs critical to the region's movement of people and freight. For non-MTS roads, the focus for funding is on rehabilitation. MTC staff has identified a \$103 million funding need for Solano County's non-MTS road rehabilitation needs over the 25 year planning horizon of the 2001 RTP. The STA Board approved increasing the amount of track 1 (\$24.5 million) and track 2 funding (\$62.17) in the 2001 RTP for local road rehabilitation. The amount of track 1 funding identified in the 1998 RTP was \$3.85 million.

In July, the STA Board approved its draft 2002 RTIP program that includes an allocation of \$2 million for local road projects. This action accelerates the need to develop an STA allocation formula for distributing federal and state funds to local agencies for road rehabilitation projects. In addition, the STA's Local Funding Subcommittee is recommending the STA proceed forward in the development of an expenditure plan for a local funding measure (see agenda item VII.F). Based on the review of the needs assessment submitted by STA's member agencies as part of the Comprehensive Transportation Plan, it is apparent that one of the priorities for future funding is local road rehabilitation.

Currently, the STA does not have a formula for allocating flexible funds (federal STP funds) back to local jurisdictions for rehabilitation of non-MTS roads. During both the pre-cycle, first and second federal funding cycles (TEA 21 funds), staff worked with STA TAC to allocate funds

for road rehabilitation. These funds have been allocated through a combination of local staff negotiation and informal use of population as a basis of allocation by jurisdiction.

As part of their recent commitment to pool local TDA funds to help address a set of seven short-term transit funding issues, Solano County requested the STA and Solano's seven cities give consideration to future allocations of road rehabilitation funds (see attached letter). This request is predicated on Solano County's unique situation of having a small percentage of the county's population (5%) and a relatively large road network (36% of the road lane miles in the county) to be maintained (see attached population/road miles chart).

Discussion:

On August 22, staff hosted a special meeting of the STA TAC to discuss various options for the allocations of future federal and state funds for local road rehabilitation and a potential road rehabilitation return to source allocation if a local funding measure is pursued. At the meeting, three primary funding sources were identified and discussed: the 2002 RTIP, future STP funds, and a potential local road rehabilitation return to source component as part of a local funding measure.

Based on the special meeting and the subsequent STA TAC meeting on August 29, the following three-tiered recommendation was developed for consideration by the STA Board:

1. 2002 RTIP Program (\$2 million total) Allocation Formula

Establish base funding amount of \$50,000 per member agency (\$400,000 total) and allocate the balance (\$1.6 million) on a 50% population and 50% center lane miles formula (see matrix).

2. Proposed Allocation Formula for Local Funding Measure

Allocate funds for local road rehabilitation on a 1.5 population to 1 center lane miles allocation split. The attached matrix illustrates the funding allocations based on three different theoretical levels of funding. Also attached are four other formula allocations that were considered as part of the discussions.

3. Allocation of Future Federal STP Funds for Local Road Rehabilitation

The allocation of federal STP funds takes place on a multi-cycle basis as part of the Federal Authorization process. These funds are allocated by population, throughout regions, via federally designated metropolitan planning organizations (MPOs). MTC is the MPO for the Bay Area and MTC then allocates the STP funds through its nine congestion management agencies. MTC prefers the allocations of these funds through a project performance and/or prioritization process versus an allocation of these funds at the county level through a population formula. Based on the MTC policy, staff and the TAC concurred it would be prudent and appropriate for the STA, through the TAC, to develop a program criteria for the allocation of future STP funds.

At the meeting, it was also recommended that the TAC should work with staff to identify local road rehabilitation maintenance and funding needs, for each jurisdiction and on a countywide

basis, as part of the STA's development of a public education effort focused on countywide transportation needs.

Recommendation:

Adopt the following policies for allocation of local road rehabilitation funds:

1. 2002 RTIP Funds for Road Rehabilitation Allocation Formulas consisting of \$50,000 base for each member agency (\$400,000 total), limit of one project per agency, and allocate the balance (\$1.6 million) on a 50% population and 50% center line miles formula (see matrix)
2. Allocate future countywide local funds for road rehabilitation on 1.5 population to 1 center lane miles split (see matrix)
3. Authorize STA staff to work with the STA TAC to develop program criteria and a policy for the allocation of future federal STP funds for local road rehabilitation
4. Request STA TAC work with staff to identify local road rehabilitation maintenance needs for each jurisdiction and countywide

Attachments

2002 RTIP - Formula for Allocation of Local Road Rehab Funds

Population and Centerline Miles for Each Jurisdiction

	<i>Population</i>		<i>Centerline Miles</i>	
	<u>Population</u>	<u>% Pop</u>	<u>Miles</u>	<u>% Miles</u>
Benicia	29000	7.27%	92.3	5.7%
Dixon	15550	3.90%	47.5	3.0%
Fairfield	95300	23.88%	247.1	15.4%
Rio Vista	4850	1.22%	28	1.7%
Solano Co.	20850	5.23%	605.7	37.7%
Suisun City	27250	6.83%	70.3	4.4%
Vacaville	91500	22.93%	218.3	13.6%
Vallejo	114700	28.75%	298.4	18.6%
TOTAL	399000	100.00%	1607.6	100.0%

Funding Formula for Local Roads, 2002 RTIP

\$ 1,600,000	<i>50% / 50% Split</i>		<i>2002 RTIP Shares</i>		
	<u>50/50 (%)</u>	<u>\$ Share</u>	<u>Tier I</u>	<u>Tier II (50/50)</u>	<u>Total</u>
Benicia	6.50%	104,077	50,000	104,077	154,077
Dixon	3.43%	54,816	50,000	54,816	104,816
Fairfield	19.63%	314,044	50,000	314,044	364,044
Rio Vista	1.48%	23,658	50,000	23,658	73,658
Solano Co.	21.45%	343,223	50,000	343,223	393,223
Suisun City	5.60%	89,620	50,000	89,620	139,620
Vacaville	18.26%	292,093	50,000	292,093	342,093
Vallejo	23.65%	378,470	50,000	378,470	428,470
TOTAL	100.00%	1,600,000	400,000	1,600,000	2,000,000

Future STP Cycles: Criteria to be developed to distribute funding in future federal cycles.

Allocation Alternatives for Road Rehab Projects for Local Funding Measure

Population and Centerline Miles for Each Jurisdiction

	Population		Centerline Miles		Population : Centerline Miles		
	Population	% Pop	Miles	% Miles	50/50	2:1 (%)	1.5:1 (%)
Benicia	29000	7.27%	92.3	5.74%	6.50%	6.76%	6.66%
Dixon	15550	3.90%	47.5	2.95%	3.43%	3.58%	3.52%
Fairfield	95300	23.88%	247.1	15.37%	19.63%	21.05%	20.48%
Rio Vista	4850	1.22%	28	1.74%	1.48%	1.39%	1.43%
Solano Co.	20850	5.23%	605.7	37.68%	21.45%	16.04%	18.21%
Suisun City	27250	6.83%	70.3	4.37%	5.60%	6.01%	5.85%
Vacaville	91500	22.93%	218.3	13.58%	18.26%	19.81%	19.19%
Vallejo	114700	28.75%	298.4	18.56%	23.65%	25.35%	24.67%
TOTAL	399000	100%	1607.6	100%	100%	100%	100%

Analysis of Road Rehab Allocation Alternatives for Local Funding Measure

	5% of \$500M = \$25,000,000			10% of \$500M = \$50,000,000			15% of \$500M = \$75,000,000		
	50/50 (%)	2:1 (%)	1.5:1 (%)	50/50 (%)	2:1 (%)	1.5:1 (%)	50/50 (%)	2:1 (%)	1.5:1 (%)
Benicia	\$ 1,626,206	\$ 1,689,818	\$ 1,664,373	\$ 3,252,412	\$ 3,379,636	\$ 3,328,747	\$ 4,878,618	\$ 5,069,455	\$ 4,993,120
Dixon	\$ 856,495	\$ 895,767	\$ 880,058	\$ 1,712,990	\$ 1,791,534	\$ 1,760,116	\$ 2,569,484	\$ 2,687,300	\$ 2,640,174
Fairfield	\$ 4,906,931	\$ 5,261,680	\$ 5,119,781	\$ 9,813,863	\$ 10,523,360	\$ 10,239,561	\$ 14,720,794	\$ 15,785,041	\$ 15,359,342
Rio Vista	\$ 369,658	\$ 347,734	\$ 356,504	\$ 739,316	\$ 695,467	\$ 713,007	\$ 1,108,975	\$ 1,043,201	\$ 1,069,511
Solano Co.	\$ 5,362,856	\$ 4,010,701	\$ 4,551,563	\$ 10,725,712	\$ 8,021,402	\$ 9,103,126	\$ 16,088,568	\$ 12,032,103	\$ 13,654,689
Suisun City	\$ 1,400,319	\$ 1,502,677	\$ 1,461,734	\$ 2,800,638	\$ 3,005,354	\$ 2,923,468	\$ 4,200,957	\$ 4,508,032	\$ 4,385,202
Vacaville	\$ 4,563,947	\$ 4,953,659	\$ 4,797,774	\$ 9,127,895	\$ 9,907,318	\$ 9,595,549	\$ 13,691,842	\$ 14,860,978	\$ 14,393,323
Vallejo	\$ 5,913,587	\$ 6,337,964	\$ 6,168,213	\$ 11,827,175	\$ 12,675,928	\$ 12,336,426	\$ 17,740,762	\$ 19,013,891	\$ 18,504,640
TOTAL	\$ 25,000,000	\$ 25,000,000	\$ 25,000,000	\$ 50,000,000	\$ 50,000,000	\$ 50,000,000	\$ 75,000,000	\$ 75,000,000	\$ 75,000,000

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BOARD OF SUPERVISORS
HON. JOHN F. SILVA



County Office
80 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.



DATE: September 4, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
Nancy Whelan, Nancy Whelan Consulting
RE: Reallocation of TDA Interest

Background:

In May 2001, MTC informed Contra Costa, Napa, Solano, and Sonoma counties of the Business, Transportation and Housing Agency's decision to require MTC to reimburse the Livermore-Amador Valley Transit Authority (LAVTA) for unallocated apportionments (interest) of Transportation Development Act (TDA) funds. Because the decision represented an interpretation of the TDA statute, MTC is applying the TDA adjustments to other counties that have multiple apportionment areas and prior year balances. Attached is MTC's calculation for TDA adjustments. As shown in the attachment, Fairfield, Rio Vista, and Suisun City and the TDA Article 3 Account (for bicycles) show positive adjustment balances, and Benicia, Dixon, Vacaville, Vallejo and Solano County show negative adjustment balances.

In June 2001, this issue was discussed at the SolanoLinks Consortium and STA TAC meeting, but was tabled to allow for broader participation by the affected agencies. Thus, a plan for implementing the TDA adjustment must still be developed and approved by the STA. As discussed at the June meeting, staff recommends the plan should minimize negative impacts on affected claimants' transit services. MTC has suggested a few options for implementation, consisting primarily of deferral or phasing of the adjustment.

Given the importance of TDA funds to transit programs in the county, a "hold harmless" approach for those jurisdictions with negative adjustment balances would eliminate the potentially serious impacts of this change. STA staff proposes making those jurisdictions whole by making uncommitted STAF balance funds available on a one-time only basis to claimants who can demonstrate that transit service will be impacted by the negative adjustment in TDA funds. This approach would allow jurisdictions with positive balances to incorporate them into their FY 2001-02 TDA claims.

Alternatives to this approach include:

- Phasing in the implementation over a three-year period beginning in FY 2002-03 to allow for adequate financial planning and budgeting. One third of the adjustment could be made in each of the three years. For each year of the phase-in period the negative and positive adjustments would be balanced.

- Phasing in the implementation over a three-year period, similar to the alternative above, but “ramping” the adjustment up. For example, 20% of the adjustment would be made in the first year, 30% of the adjustment would be made in the second year, and 50% of the adjustment would be made in the third year. This pace of implementation would allow jurisdictions with negative adjustments to plan for new sources of funding or reduced expenditures.

A distinct disadvantage of these alternatives is that they do not address transit funding shortfalls that result for jurisdictions with negative adjustments. Additionally, while certain jurisdictions might benefit from a phasing of the adjustment over time, tracking multi-year funding agreements is more complex and administratively cumbersome than a single year adjustment. For these reasons, the alternatives considered are not recommended. In addition, staff is recommending the additional TDA 3 funds be dedicated to 2 specific bicycle projects included in the Countywide Bicycle Plan, Dixon-Davis Bike Project (\$50,000) and Alamo Creek Bike Route Project in Vacaville (\$50,000) to lessen the impact of reallocated TDA interest. Attached is staff’s recommendation for reallocation of TDA interest. This recommendation will hold the transit service for Benicia and Vallejo harmless with the one time backfill of STAF fund balance and target the new TDA Article 3 funds to two bicycle projects that are consistent with the STA’s recently adopted Countywide Bicycle Plan and would benefit most the three agencies having negative TDA interest adjustments (Dixon, Solano County and Vacaville). On August 28, the Transit Consortium and STA TAC both unanimously endorsed this recommendation.

Recommendation:

Forward a recommendation to the STA Board to transfer TDA interest funds to affected agencies and backfill with STAF funds those local agencies that transit service would be negatively impacted, and dedicate reallocated TDA Article 3 funds to 2 bicycle projects as specified.

Attachment

Proposed TDA Adjustments for Solano County

	<i>Carryover</i>	<i>FY 01-02 Apportionment</i>	<i>Total FY 01-02 Funds</i>	<i>Prior Ten Years Interest Adjustment</i>	<i>Revised Total FY 01-02 Funds</i>
Article 3	117,847	220,139	337,986	103,303	441,289
Article 4					
Benicia	171,584	783,268	954,852	(130,408)	824,444
Dixon	107,476	406,452	513,928	(27,350)	486,578
Fairfield	2,963,086	2,574,199	5,537,285	347,954	5,885,239
Rio Vista	242,767	110,363	353,130	38,861	391,991
Suisun City	504,246	738,106	1,242,352	88,710	1,331,062
Vacaville	1,011,867	2,466,940	3,478,807	(102,132)	3,376,675
Vallejo	418,388	3,133,071	3,551,459	(212,294)	3,339,165
Solano County	79,129	574,396	653,525	(106,644)	546,881
Total	5,616,390	11,006,934	16,623,324	-	16,623,324

	<i>Prior Ten Years Interest Adjustment</i>	<i>STAF Balance</i>	<i>Total Balance</i>
Article 3	103,303	* Article 3 adjustment will go to two bike projects: the Dixon-Davis Bike Route and the Alamo Creek Bike Path.	
Article 4			
Benicia	(130,408)	130408	-
Dixon	(27,350)	-	(27,350)
Fairfield	347,954	-	347,954
Rio Vista	38,861	-	38,861
Suisun City	88,710	-	88,710
Vacaville	(102,132)	-	(102,132)
Vallejo	(212,294)	212294	-
Solano County	(106,644)	-	(106,644)
Total	-	342,702	239,399



DATE: September 5, 2001
TO: STA Board
FROM: Elizabeth Richards, SCI Program Director
RE: Vanpool Incentives Program

Background:

SCI has been providing an overview of each of its programs this past year. The last major program that is left to be presented is the Vanpool Program.

Discussion:

Solano County has the highest rate of vanpooling in the Bay Area. About 300 commuter vanpools operate in Solano County daily; less than a dozen operate in Napa County. These are primarily owner-operated and privately leased vanpools. A few vanpools are employer-sponsored by employers outside the county. The vast majorities originate in Solano and travel to San Francisco, South San Francisco, and the Oakland area. Additional vanpools travel to Sacramento, from Sacramento to the Bay Area with pick-up points in Solano, and a variety of other locations. The SCI program supports existing vanpools and assists new vanpool start ups through a variety of services.

There are State laws that large commuter vanpools (11-15 passenger) must abide by. SCI advises vanpools of these and assists them in complying with them. These include having a clean driving record as defined in the Vehicle Code for vanpool drivers. Staff submits interested vanpool drivers' applications to the Dept. of Motor Vehicles (DMV) for their Moving Vehicle Records (MVRs) and reviews the MVRs for compliance with the Vehicle Code before placing drivers into the ridematching database as a Vanpool Driver; this is done free of charge. SCI then forwards the driver a Sworn Statement Card, which must be updated each year. Drivers must also have a clean bill of health and to have this updated every two years. SCI has the forms and "green card" for drivers to take to their doctors and will reimburse up to \$30 of out of pocket costs. Vanpools must be identified on both sides and the back of the vehicle as a vanpool; SCI provides the signs. Free bridge toll scrip is distributed to qualified vanpools and coordinated with Caltrans. Other Vehicle Code requirements include conducting regular maintenance check-ups and records, carrying a first aid and fire extinguisher.

To assist individuals interested in starting a commuter vanpool, SCI has created a "start-up kit". An overview of the State laws as well as information on other issues relating to forming and operating a vanpool are included: how to set a fare, the route, passenger/driver responsibilities, insurance options, the pros and cons of leasing versus owning a vanpool vehicle, where to lease

or purchase a vanpool, and more. See Attachment 1 for a list of start-up kit contents. Five to 10 start-up packets are distributed monthly upon request. Over the past ten years, SCI has formed on about 30 vanpools annually. In the FY00/01 contract "year" SCI formed 19 vanpools; this is one of the reasons new incentive programs are being proposed. On a positive note for the new contract year, three new vanpools were formed in July 2000.

As it takes a great deal of work to start a new vanpool, maintaining existing vanpools is critical. Regular contact with vanpools on the road ensures difficulties are handled early when they are most easily remedied. Some vanpools are very conscientious about keeping SCI current while many others require SCI to initiate contact. To avoid duplication or having some slit through the cracks, SCI splits this responsibility with RIDES. SCI is the lead support agency on about 80 vanpools. On an average monthly basis, 200 vanpool "assists" are provided.

The vanpool program is an integral component of SCI's overall program. With an average of 12 passengers per vanpool, the vanpools carry 3600 individuals a day (equivalent to 7200 trips/day) and are an important component of Solano's transportation system. To ensure the continued strength of vanpooling, the coming year will see further enhancements to the vanpool program via the development of incentives.

Vanpool and other mode incentives were presented to the STA Board in concept in July. Staff has worked to further develop the dozen incentives approved by the Board. A summary of the next level of development for each of these incentives is outlined on Attachment 2. Seven of these support vanpooling. The remaining five are for carpooling, transit, bicycling, and employers.

Fiscal Impact: \$40,000 in 2001/02 TFCA. Approximately \$120,000 in 2001/02 TFCA Funds are available for Incentive Program.

Recommendation:

1.) Approve vanpool incentives as outlined in Attachment 2 and 2.) Authorize allocation of \$40,000 in TFCA Funds for the vanpool incentives

Attachment

This Start-Up Kit Contains...

Left:

- ▶ Lots & Lanes
 - ▶ HOV Safety Tips
 - ▶ SCI Commuter Guide
 - ▶ Bay Area Call Boxes
 - ▶ Freeway Service Patrol
 - ▶ True Costs of Driving
 - ▶ Questions Frequently Asked About Vanpooling
 - ▶ Vanpool Route Planner
 - ▶ Vanpool Fare Worksheet
 - ▶ Owner/Operator Costs Worksheet
 - ▶ Driver/Passenger Benefits and Responsibilities
 - ▶ Vanpool Rules Formation
 - ▶ Suggested Vanpool Rules
 - ▶ Sample Rules of the Road
 - ▶ Sample Passenger Agreement
 - ▶ Start-Up Checklist
 - ▶ Vanpool Posters (2)
-

Right:

- ▶ Cover Letter
 - ▶ "What is **SOLANO COMMUTER INFORMATION**"
 - ▶ Vanpool Options Comparison Chart
 - ▶ Driver/Back-Up Registration Forms (2) ¹
 - ▶ California's Ridesharing Law (Vehicle Code) ²
 - ▶ Sworn Statement Information ²
 - ▶ California's Medical Requirements ^{2,3,4}
 - ▶ How to Pack a First Aid Kit
 - ▶ Where to Obtain Vehicles
 - ▶ Enterprise Vanpool Program Highlights
 - ▶ VPSI Leasing Program Services
 - ▶ Qualifying for Toll-Free Passage Over Bay Area Bridges
 - ▶ Insurance One Company
 - ▶ TriWest Insurance Company
 - ▶ Defensive Driving Information
-

1. Required by all vanpool drivers/back-up drivers regardless of vanpool size.

2. Required for full-sized (11-15 Passengers) only.

3. May be required by your insurance agent or vanpool leasing company.

4. Forms available, as needed, upon request

Attachment 2

The incentives, initial proposal, general cost and recommended next steps are summarized below:

- 1. Start-up Vanpool Passenger Incentive** (Purpose: to encourage ridership on start-up vanpools). The initial proposal is to provide a four-month subsidy for start-up vanpools to receive \$100 for each empty seat if at least 50% of the seats are filled the first month. To encourage passenger recruitment, this seat subsidy would decrease by \$20 each month over the course of the four months. The seat subsidy would be provided in a non-cash form such as gas cards. Eligibility would *exclude* peak period vanpools to San Francisco Financial District, Civic Center, as well as all shifts to the San Francisco and Oakland airports which qualify for the San Mateo vanpool incentive; these already have strong vanpool demand that do not need a subsidy.

Est. Cost: \$14,000 in incentive cost (up to 10 new vanpools with an average of 5 seat subsidies/vanpool)

Recommended steps: Continue to develop eligibility criteria, implementation materials and staffing needs.
- 2. CPR Vanpool Seat Subsidy** (Purpose: to encourage a struggling vanpool to stay on the road). This incentive will offer a three month decreasing seat subsidy to allow the vanpool time to recruit new passengers and remain on the road. The vanpool would have had to have been on the Vanpool Critical List (an internal SCI monthly report identifying vanpools with at least 4 seats empty) for at least three months. While the rideshare agencies and the vanpool coordinator search for new passengers, up to 5 empty seats will be subsidized at \$100/seat the first month, \$80/seat the second month, and \$60/seat the third month. Minivan incentives would be a modified version of the overall incentive. Eligibility would *exclude* peak period vanpools to San Francisco Financial District, Civic Center, as well as all the shifts at the San Francisco and Oakland airports; these already have strong vanpool demand that do not need a subsidy.

Est. Cost: \$12,000 in direct incentives (up to 10 vanpools “resuscitated” with up to 5 seats subsidized per vanpool).

Recommended steps: Finalize eligibility criteria, implementation materials and staffing needs.
- 3. “Vanpool Club” Incentive** (Purpose: To add value to vanpooling by offering incentives to drivers and passengers). Although the primary objective is to add value to all vanpool passengers and drivers in a low-cost manner through this Vanpool Club drawing, it also has the added benefit of increasing communication between SCI and the vanpools and result in improved record-keeping. The initial idea is to offer vanpool coordinators the opportunity to sign up for the Vanpool Club and require use of an email address as the point of contact. Each month there will be a random selection for a winner of \$100 in non-cash form such as gas cards for drivers enrolled in the Vanpool Club. Two \$25 non-cash incentives will be given to randomly selected vanpool passengers in the Vanpool Club. The Vanpool Club members would also receive select offers from businesses that have indicated an interest in promoting to vanpools via discounts or free offers which otherwise SCI would not currently

pass on due to confidentiality restrictions. SCI would be the coordinator of promotional offers (ideally via email) to continue to honor confidentiality concerns.

Est. Cost: \$1800 in direct cost. \$1200 to drivers and \$600 for passengers in non-cash incentive awards and supplemented with donated incentive items. Administrative cost needs to be determined and may vary depending upon the amount of effort that is put into seeking and delivering donated incentives.

Recommended steps: Finalize development of Vanpool Club concept in its initial and longer-term phases as well as eligibility criteria. Develop implementation schedule, materials, website needs, and staffing needs.

- 4. Vanpool FasTrak Incentive** (Purpose: non-revenue FasTRAK accounts for eligible vanpools). Currently working with RIDES and MTC to draft revised FasTRAK application form to incorporate commuter vanpools and procedures for tracking by Caltrans and RIDES/SCI. SCI has successfully advocated for the vanpools crossing the Benicia Bridge to pilot the program.

Est. Cost: No direct incentive cost. Minor administrative and marketing cost initially and on-going.

Recommended steps: Continuing actively working with partners to pilot the program on the Benicia Bridge and implement Bay Area wide.

- 5. New Vanpool Driver Incentive** (Purpose: To encourage more vanpool passengers to be drivers). For vanpools that are struggling due to the lack of a back-up driver, this initial proposal is to offer one driver incentive when extra effort is needed to recruit a new driver. This could be a \$100 "bonus" package of non-cash items (gas cards, gift certificates, etc.) used as a tool for SCI staff to assist struggling vanpools. The incentive award would be provided once an individual has been cleared through their driving record and medical checks and recorded as a driver in SCI's ridematching database.

Est Cost: \$5,000 direct incentive cost (50 vanpools receiving one \$100 new driver incentive package). Administrative costs and needs to be determined.

Recommended steps: Finalize eligibility criteria, implementation materials, and staffing impacts.

- 6. Van Wrap Subsidy** (Purpose: Through a public/private partnership, use advertising revenue generated through a van wrap to subsidize an existing and a new vanpool). A private business (in the pilot project the business is Jelly Belly) would pay for the cost of "wrapping" a leased vanpool as advertising for a one-year period. They would also provide funds to the leasing company to subsidize the wrapped vanpool as well as establish a pool of funds to start a new leased vanpool serving Solano county.

Est Cost: No direct incentive cost. Administrative cost minimal at this time and in the future would depend on the amount of coordination necessary to recruit businesses and connect them with vanpools.

Recommended steps: Continue working with Jelly Belly and VPSI as a pilot project. Evaluate the feasibility of attracting other businesses after this one is secured.

- 7. Commuter Check** (Purpose: to increase the usage of Commuter Check and reduce the out-of-pocket costs for vanpoolers): The initial idea was to promote usage of Commuter Check to van drivers to increase their acceptance of it so that passengers can take advantage of the

benefit if it is offered by their employers. At this time, there is a regionwide issue of whether or not to promote Commuter Check (a private company) as there are now other private companies offering similar commuter incentives. At this time, SCI staff needs to get up to speed on the other vendors before proceeding with the promotion of Commuter Check.

Est Cost: No direct incentive cost. Marketing costs to be determined.

Recommended steps: Research the range of vendors and their programs that relate to commuter incentives.

II. Carpool

1. **Carpool Incentive** (Purpose: to target specific areas where commuters could meet within a five minute timeframe and not at a park and ride). The initial concept is to coordinate direct mail campaigns to five or fewer selected locations in Solano and Napa counties. As part of the direct mail campaign, individuals will be offered an incentive to respond promptly by agreeing to be put into SCI's ridematching database as a potential carpool driver or passenger. The incentive will need to be large enough to generate a response, but small enough to be cost-effective and simple to distribute. One area at a time should be targeted to spread out the workload of responding to these campaigns as well as to test the incentive's effectiveness.

Est Cost: \$5,000 direct incentives. Cost of designing a direct mail piece, printing, mailing, and fulfillment costs need to be determined as well as the administrative cost.

Recommended Steps: Research targeted locations, quantity of households or employees, printing costs, incentive options, and overall project costs.

III. Transit

1. **Commuter Check for Bus Riders** (Purpose: to increase express bus rider retention, promote Commuter Check to Solano transit riders). The initial idea was to promote usage of Commuter Check to existing bus riders to increase their use of it and take advantage of employers' commute incentive benefits. At this time, there is a regionwide issue of whether or not to promote Commuter Check (a private company) as there are now other private companies offering similar commuter incentives. At this time, SCI staff needs to get up to speed on the other vendors before proceeding with the promotion of Commuter Check.

Est. Cost: No direct incentive cost. Printing of bus cards and other marketing materials to be determined. Administrative costs should be minimal.

Recommended steps: Research the range of vendors and their programs that relate to commuter incentives.

2. **Commuter Check for Local Employers** (Purpose: to increase the use of transit by local commuters). The initial idea was to promote usage of Commuter Check to local employers to increase their offering Commuter Check as a pre-tax or outright employee benefit. Then their employees could take advantage of this commute benefit and enjoy an incentive to ride transit to work locally. At this time, there is a regionwide issue of whether or not to promote Commuter Check (a private company) as there are now other private companies offering similar commuter incentives. At this time, SCI staff needs to get up to speed on the other vendors before proceeding with the promotion of Commuter Check.

Est. Cost: No direct incentive cost. Printing of marketing materials to be determined. Administrative costs should be minimal.

Recommended next steps: Research the range of vendors and their programs that relate to commuter incentives.

IV. Bicycle

1. **Bicycle Incentive** (Purpose: to increase the use of commuting by bicycle through incentives). SCI presented initial concepts to the STA Bicycle Advisory Committee (BAC) in August. Included was the idea of offering a bicycle purchase incentive similar to recent successful incentive programs offered in the Sacramento area. The incentive would be to subsidize the cost of a bicycle purchase if it is used for commuting purposes. The BAC preferred this approach and wanted to stay involved with the development of bicycle incentives. SCI is researching the various bicycle incentive programs in the Sacramento area and will bring the information back with an draft proposal to the next BAC meeting for their consideration.

Est Cost: \$5,000 direct incentives (\$100/bike for 50 bikes). Costs of marketing and implementation need to be determined as well as the administrative cost.

Recommended next steps: Research the similar, successful bicycle incentive programs. Continue to coordinate with the BAC.

V. Employer

1. **Guaranteed Return Trip** (Purpose: to encourage the use of any alternative mode by Solano workers by offering a guaranteed ride home in an emergency situation) SCI needs assistance in setting up this program. An RFP for consultants needs to be prepared and released to get a consultant on contract to develop the program with grant funds.

Est. Cost: \$30,000 for set up costs (consultants as well as initial materials and marketing). Administrative cost of overseeing the consultants and developing materials to be determined.

Recommended steps: Prepare an RFP and secure a consultant as soon as possible.

Total Cost: Up to \$73,000 for the direct cost of incentives. This does not include administrative and marketing costs.



DATE: September 4, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: MTC's Draft 2001 Regional Transportation Plan

Background:

On May 9, 2001, the STA Board approved the Solano County 2001 Regional Transportation Plan (RTP) submittal for Track 1, 2 and ITIP projects.

On August 10, 2001, MTC released its 2001 Regional Transportation Plan (RTP) and related Environmental Impact Report. The RTP identifies all federal and state transportation funds expected in the region over the next 24 years (Track 1), along with additional projects that could be implemented if there are additional sources of funding, such as a local sales tax measure, extensions of regional toll measures and permanent dedication of the sales tax on gas to transportation (called Track 2 or "Blueprint projects"). All proposed state and federal monies and certain locally significant transportation projects that need an air quality conformity analysis must be listed in the RTP (and related Transportation Improvement Plan – TIP) to be programmed for various funds. There is a 45-day comments period on the Draft RTP and EIR and all comments are due by September 28, 2001. Final adoption by the MTC Commission is expected in November 2001.

Public hearings have been scheduled including one on Wednesday, Sept. 19 in the John F. Kennedy Library Joseph Room, 505 Santa Clara St., and Vallejo.

On August 29, 2001, the SolanoLinks Transit Consortium forwarded a recommendation to the STA Board to approve the Draft 2001 RTP with a request that the related Regional Transit Expansion Plan include consideration for existing ferry services. The STA TAC also forwarded a recommendation to the STA Board to approve the Draft 2001 RTP sections pertaining to Solano County projects, programs and corridors.

Discussion:

The RTP is organized as follows:

Committed Funding (those projects already funded with committed federal or state funds).

Track 1 Funds (those programs or projects expected to be funded with state or federal funds during the next 24 years).

Track 2 or Blueprint Funds (Those projects along various Bay Area corridors that will need new sources of funds such as that proposed by ACA 4 or a county sales tax).

MTC estimates that there is currently about \$1.017 billion of already committed funding that will benefit Solano County projects during the next 24 years. This includes funding for local streets and road maintenance (\$173.8 mil.), non-pavement maintenance (\$194.8 mil), transit capital and operating funding for Vallejo Transit (\$414.1 mil.), Capitol Corridor service (\$66 mil.) and the State Route 37 interchange and widening project (\$123.9 mil.).

Virtually all of the STA's requested Track 1 projects (including approximately \$144.2 mil. of proposed Solano ITIP-funded projects over the next 24 years) were incorporated into the Draft RTP. The Draft Track 1 funds for Solano County now totals \$437 million. This includes proposed funding for the following major projects including expected ITP funding and various regional projects (i.e TLC/Enhancements):

I-80/680/Route 12 Interchange Improvements	\$135.0 mil.
Widen Route 12 from I-80 to State Route 29	\$58.2 mil.
I-80 HOV lanes between I-680 and I-505	\$52.4 mil.
Jepson Parkway	\$43.0 mil.
Vallejo Transit shortfall	\$40.0 mil.
Local streets and roads	\$22.0 mil.
Widen I-80 from 6-8 lanes between Vacaville and Dixon	\$12.5 mil.
Capitol Corridor rail station and track improvements	\$10.0 mil.
Vallejo Intermodal Ferry Terminal	\$10.0 mil.
Match for local interchanges and arterials	\$10.0 mil.
TLC Program	\$6.8 mil.
Operational & Safety Improvements for Hwy 12 (I-80 to Sacramento River)	\$2.0 mil.

In addition Track 2 or Blueprint projects are identified by corridor. Solano County has portions of three corridors:

Eastshore-North – Including all of the I-80, Capitol Corridor and Highway 12 (from I-80 to Rio Vista) from the Alameda and Contra Costa Counties to the Yolo and Sacramento County lines.

Diablo – Including all of I-680 corridor from I-80-680 interchange to the Caldecott Tunnel in Contra Costa County and I-580 in Alameda County.

North Bay East-West – Including State Route 12 from Solano/Sacramento County line to U.S. 101 in Marin County.

Staff noticed that Highway 12 from I-80 to the Sacramento River is listed in both the Diablo and the North Bay East-West corridors. Usually this state highway is listed in the North Bay East-West corridor only. In addition, with the recent completion of the "Draft MIS for the Highway 12 Corridor Study," it is recommended that the STA's comment letter to MTC include support

for a feasibility study to help determine the long term need, and funding sources for a new Rio Vista Bridge. This would be added to the already proposed blueprint project listed on page 78 of the Draft RTP.

Funding for Track 2 projects are not specifically identified. However, it is generally assumed that if Assembly Constitutional Amendment (ACA4), a 10 cents regional gas tax and a 20 year ½ cent transportation sales tax for Solano County were all passed, there would be approximately \$1.2 billion available for the proposed Solano Blueprint or Track 2 projects.

The main purpose of the RTP is to set priorities for regional or sub-regional projects for modeling purposes and to develop various program categories for future programming cycles. For projects to receive a formal funding commitment (and be included in the Regional Transportation Improvement Program – RTIP), each of the projects and programs will need to be specifically programmed by the STA Board and MTC for each future funding program or cycle.

Attached are the portions of the 2001 RTP that apply to Solano County.

Recommendation: Authorize the Executive Director to forward a letter to MTC supporting the Draft 2001 RTP sections pertaining to Solano County projects, programs, and corridors.

Attachments

SOLANO COUNTY PROJECTS—COMMITTED FUNDING

Attachment A

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	TOTAL PROJECT COSTS	NOTES
		In millions of 2001 dollars	
SOLANO COUNTY-WIDE			
94681	Local streets and roads pavement maintenance (committed revenues shown)	\$173.8	Shortfall remains (see Track 1)
21861	Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown)	\$194.8	Shortfall remains
21869	Local bridge maintenance (committed revenues shown)	\$0.0	Shortfall remains
94683	Vallejo Transit – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion).	\$414.1	Federal, state and local (including transit fares) available directly to operator; capital shortfall remains (see Track 1)
94154	Bicycle and pedestrian projects	\$16.5	Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, local TEA-21 Enhancement funds, and other programmed federal funds
DIABLO			
21435	Regional Express Bus Program: I-80 and I-680/Solano County to Walnut Creek BART Station	\$1.4	2000 Traffic Congestion Relief Program project
21443	Regional Express Bus Program: I-680 and I-780/Solano County to Walnut Creek BART Station	\$3.6	2000 Traffic Congestion Relief Program project
94150	I-80/I-680/Route 12 interchange improvements; includes connectors and auxiliary lanes between Green Valley Road and Cordelia truck weigh station (Phase 1)	\$6.0	Funded in 1998 state ITIP
EASTSHORE-NORTH			
21441	Regional Express Bus Program: Vallejo/Transbay	\$0.5	2000 Traffic Congestion Relief Program project
21442	Regional Express Bus Program: I-80/Solano County to Del Norte BART Station	\$2.6	2000 Traffic Congestion Relief Program project
94679	Transit centers and park-and-ride lots	\$11.0	
94682	Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)	\$66.0	Effective October 2001
NORTH BAY EAST-WEST			
94149	Route 29/Route 37 interchange improvements in Vallejo	\$65.7	
94675	Route 37 from Napa River Bridge to Route 29: upgrade from 2-lane expressway to 4-lane freeway (not including Routes 29/37 interchange), planting, and environmental mitigation	\$58.2	White Slough project
98217	Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes)	\$3.0	Funded by State Highway Operation and Protection Program

SOLANO COUNTY PROJECTS—TRACK 1

Attachment A

RTP REFERENCE NUMBER	TRACK 1 PROJECT / PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
SOLANO COUNTY-WIDE					
94138	Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects)	\$8.9	\$0.0	\$8.9	
94139	Non-MTS streets and roads pavement maintenance shortfall	\$103.2	\$0.0	\$22.6	Shortfall remains
98509	Local streets and roads non-pavement maintenance shortfall (see Committed projects)	\$125.7	\$0.0	\$1.0	Shortfall remains
21801	Vallejo Transit capital replacement program shortfall (see Committed projects)	\$40.0	\$0.0	\$40.0	
98556	Transportation for Livable Communities – county program	\$6.8	\$0.0	\$6.8	County share of regional program for community development projects linked to transportation
98565	Surface Transportation Program planning funds for the county	\$3.2	\$0.0	\$3.2	
21809	Match for improvements to local interchanges and arterials	\$10.0	\$0.0	\$10.0	Additional projects in Blueprint
94153*	Non-capacity increasing safety projects to improve congested intersections, local arterials and highways	\$3.0	\$0.0	\$3.0	Additional projects in Blueprint
98168*	Solano County intercity bus service and transit hubs (capital costs)	\$5.0	\$0.0	\$5.0	Additional projects in Blueprint
98199*	Park-and-ride lots	\$3.0	\$0.0	\$3.0	Additional projects in Blueprint
98212*	Bicycle and pedestrian projects	\$5.0	\$0.0	\$5.0	Additional projects in Blueprint
DIABLO					
21807*	I-80/I-680/Route 12 interchange improvements (Phase 2)	\$173.0	\$38.0	\$135.0	Assumes \$70 million in state ITIP funding
98100*	Additional express bus service on I-680 (capital costs)	\$2.1	\$0.0	\$2.1	Additional buses in Blueprint
EASTSHORE-NORTH					
21817*	Vallejo intermodal ferry terminal (Phase 1)	\$20.0	\$10.0	\$10.0	Remaining phases in Blueprint
21819*	Vallejo ferry maintenance facility	\$5.0	\$4.6	\$0.4	
21820	Widen I-80 from 6 lanes to 8 lanes part way between Vacaville and Dixon	\$20.5	\$8.0	\$12.5	Unfunded segment in Blueprint
21823*	Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)	\$34.0	\$32.0	\$2.0	Improvements identified in Route 12 Major Investment Study
94146*	Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program)	\$3.5	\$0.0	\$3.5	Needs operating funds.
94148*	Construct rail stations and track improvements for Capitol Corridor intercity rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia	\$10.0	\$0.0	\$10.0	Unfunded elements in Blueprint
94151*	Jepson Parkway (Phase 1); includes I-80/Leisure Town Road interchange improvements	\$95.5	\$52.5	\$43.0	
98167	I-80 HOV lanes part way between I-680 and I-505 through Fairfield and Vacaville	\$52.4	\$0.0	\$52.4	Assumes \$30 million in state ITIP funding; unfunded segment in Blueprint

Continues on next page

* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ Existing Funding refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

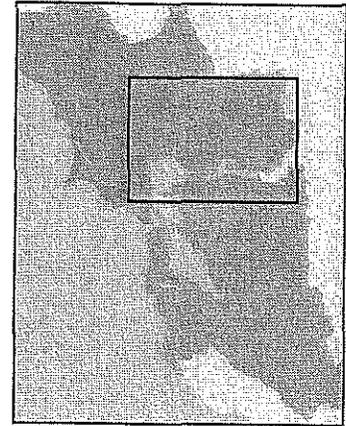
² Track 1 Funds refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING ¹ FUNDING	TRACK 1 ² FUNDS	NOTES
In millions of 2001 dollars					
NORTH BAY EAST-WEST					
94152	Widen Route 12 from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project)	\$62.4	\$4.2	\$58.2	Assumes \$44.2 million in state ITIP funding; companion to Napa County project #94074

* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").



NORTH BAY EAST-WEST

There is a strong connection in the North Bay corridor between transportation, wetlands and the development of a recreational trail system. This corridor extends in an east-west direction from Route 12 at the Solano/Sacramento county line in the east, to U.S. 101 in Marin/Sonoma counties to the west, including Routes 37, 12, 116 and 121. Route 37 is the corridor's major transportation spine and is a two- to four-lane facility with a safety barrier over most of the two-lane section that traverses a nationally significant wetland habitat area.

Travel is largely generated by the communities of Petaluma, San Rafael, Novato, Vallejo and Fairfield, which anchor the western and eastern ends of the corridor. The area is primarily open space and agricultural land interspersed with smaller communities. A former military base (Mare Island) is being master-planned for new development. The corridor serves a mix of recreation destinations — including wineries, Marine World theme park and Sears Point Raceway — as well as agricultural and commute travel.

Safety and operational projects are the predominant proposed improvements on Routes 12, 116 and 121. Improvements to Route 37 are constrained by the wetlands and will likely require the approval of the Bay Conservation and Development Commission and federal resource protection agencies.

Management Objectives

- Improve operations and safety on Route 116 between Petaluma and Sonoma Valley, on Route 12 east of I-80 and on Route 121 between Routes 12 and 29
- Protect and enhance wetland resources and provide managed public access when making transportation improvements
- Establish a basic level of transit mobility in the corridor
- Improve bicycle and pedestrian options for commuter and recreational travel
- Improve operations for commercial/agricultural vehicles
- Coordinate traffic management strategy for Route 37 with strategy for Routes 12/121/116 (see Napa Valley corridor)
- Develop access improvements for reuse of former Mare Island Navy base

NORTH BAY EAST-WEST

Committed Funding

Not mapped:

- Route 37 from Napa River Bridge to Route 29: upgrade from 2-lane to 4-lane freeway (not including Route 29/37 interchange), planting, and environmental mitigation
- Route 29/Route 37 interchange improvements in Vallejo
- Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes)
- Route 12/121 traffic signal system and channelization at 8th Street

Track 1

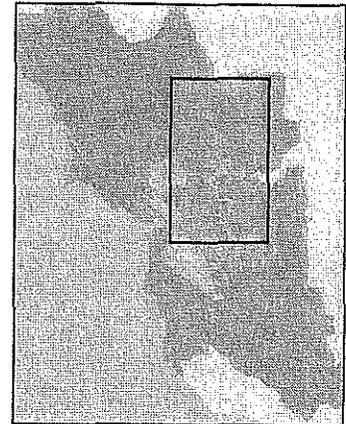
- ① Route 37 traveler information system
- ② Route 29/12/121 intersection improvements
- ③ Route 12/29/221 intersection improvements
- ④ Widen Route 12 from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes
- ⑤ Route 12/29 grade separation
- ⑥ Operational projects on Routes 12/116/121

Blueprint

- A** Safety improvements on Route 121
- B** Widen Route 29 to 6 lanes from Route 221 to Route 29/12/Airport Road
- C** Widen American Canyon Road to 4 lanes from Route 29 to I-80
- D** Widen Route 12 to 4 lanes between Suisun City and Rio Vista
- E** Realign Route 116 (Stage Gulch Road) along Champlin Creek and widen the remaining segments
- F** Widen Route 37 to 4 lanes with environmental mitigation

Not mapped:

- Transit service between Napa/Sonoma/Solano counties

**EASTSHORE-NORTH**

A major gateway to points east of the Bay Area, the corridor along I-80 extends from the approaches at the Bay Bridge to Dixon in Solano County. It connects Alameda, Contra Costa and Solano counties. The Carquinez Bridge acts as a portal for trips into Contra Costa County from Solano County.

Major transit services and facilities include BART, express buses from Solano County to BART in El Cerrito, ferry services (including feeder bus services) from Vallejo to San Francisco, and local and express bus service operated by AC Transit and WestCAT. Capitol Corridor intercity rail services operate in the corridor between Oakland and Sacramento/Colfax. Major intermodal passenger facilities include the Richmond BART station (serving Amtrak and the Capitols), the Emeryville and Oakland Amtrak stations, the El Cerrito del Norte BART station (express buses) and the Vallejo Ferry Terminal. HOV lanes also are used extensively in the corridor.

The corridor varies from areas that are highly urbanized, such as from Richmond to the Bay Bridge, to low-density, suburban and rural development elsewhere in the corridor. It contains some of the fastest-growing residential areas in the region, with the majority of this growth occurring in Solano County. I-80 is a major recreational route, linking the Bay Area to Lake Tahoe and Reno, and is among the region's busiest trucking routes serving the Port of Oakland.

Management Objectives

- Rely on the Capitol Corridor trains, and express buses and carpools utilizing the HOV lanes to serve growth of long-distance commuting to the urban core
- Encourage ridesharing and transit use through bridge toll policies
- Rely on local transit and arterial improvements to serve growth in commuting between communities within urban core
- Use facility improvements to ensure that I-80 operates smoothly during midday hours to preserve freight mobility
- Manage I-80 and local streets as one system to minimize overall delay and protect local streets from spillover traffic
- Design interchange improvements for I-80 in such a way as to protect main-line operations
- Develop an equitable ramp-metering plan
- Develop reliever route system in Solano County for local trips
- Develop pedestrian and bicycle access to bus, rail and ferry facilities

EASTSHORE-NORTH

Committed Funding

Not mapped:

- New Carquinez Bridge: construct new suspension bridge west of existing bridges (4 westbound lanes, including an HOV lane, plus new bicycle/pedestrian pathway) and modify Crockett Interchange
- Reconstruct MacArthur Boulevard onramp to restore access to eastbound I-80 and westbound I-580
- San Pablo Avenue Smart Corridor (Phase 2)
- Extend Mandela Parkway in Oakland; completes freeway congestion reliever route
- Extend Horton Street between 53rd Street and Haruff Street (under Powell Street Bridge in Emeryville)
- I-80 bicycle and pedestrian overcrossing in Berkeley
- Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland)
- Transit centers and park-and-ride lots
- Regional Express Bus Program: I-80/Richmond Transbay
- Regional Express Bus Program: Vallejo/Transbay
- Regional Express Bus Program: I-80/Solano County to Del Norte BART Station

Track 1

- ① Rapid Bus Transit (RBT) in San Pablo Avenue Corridor
- ② Intermodal transit improvements at the Emeryville Amtrak Station (includes parking garage)
- ③ I-80/Ashby/Shellmound interchange modifications; involves the construction of 2 roundabouts and separate bike-pedestrian overcrossing
- ④ I-80/Gilman Avenue interchange improvements (includes roundabouts)
- ⑤ Richmond Parkway Transit Center (Phase 1); includes signal reconfiguration/timing, ingress/egress, parking facility, and security improvements at Hilltop park-and-ride lot
- ⑥ Hercules Transit Center relocation and expansion
- ⑦ Capitol corridor train station in Hercules
- ⑧ Extend I-80 westbound HOV lane from north of Cummings Skyway to Route 4
- ⑨ AC Transit enhanced bus service in San Pablo Avenue corridor in Contra Costa County: new passenger stations, roadway geometric improvements, information kiosks
- ⑩ Richmond intermodal transfer station (BART to Amtrak/Capitol corridor)
- ⑪ Vallejo intermodal ferry station (Phase 1)
- ⑫ Vallejo ferry maintenance facility
- ⑬ Widen I-80 from 6 lanes to 8 lanes between Vacaville and Dixon
- ⑭ Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1)
- ⑮ Construct rail stations and track improvements for Capitol Corridor intercity rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia
- ⑯ Jepson Parkway (Phase 1); includes I-80/Leisure Town Road interchange improvements
- ⑰ I-80 HOV lanes between I-680 and I-505 through Fairfield and Vacaville

Not mapped:

- New express buses for I-80 HOV service (capital costs)
- Non-capacity increasing improvements to interchanges and parallel arterials
- Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program)

Blueprint

Complete widening of I-80 from 6 lanes to 8 lanes between I-505 in Vacaville and Pedrick Road in Dixon

Complete I-80 HOV lanes between I-680 in Fairfield and I-505 in Vacaville

Rapid Bus Transit on San Pablo Avenue (additional service)

Add new HOV lane in each direction on I-80 between Route 37 and Carquinez Bridge

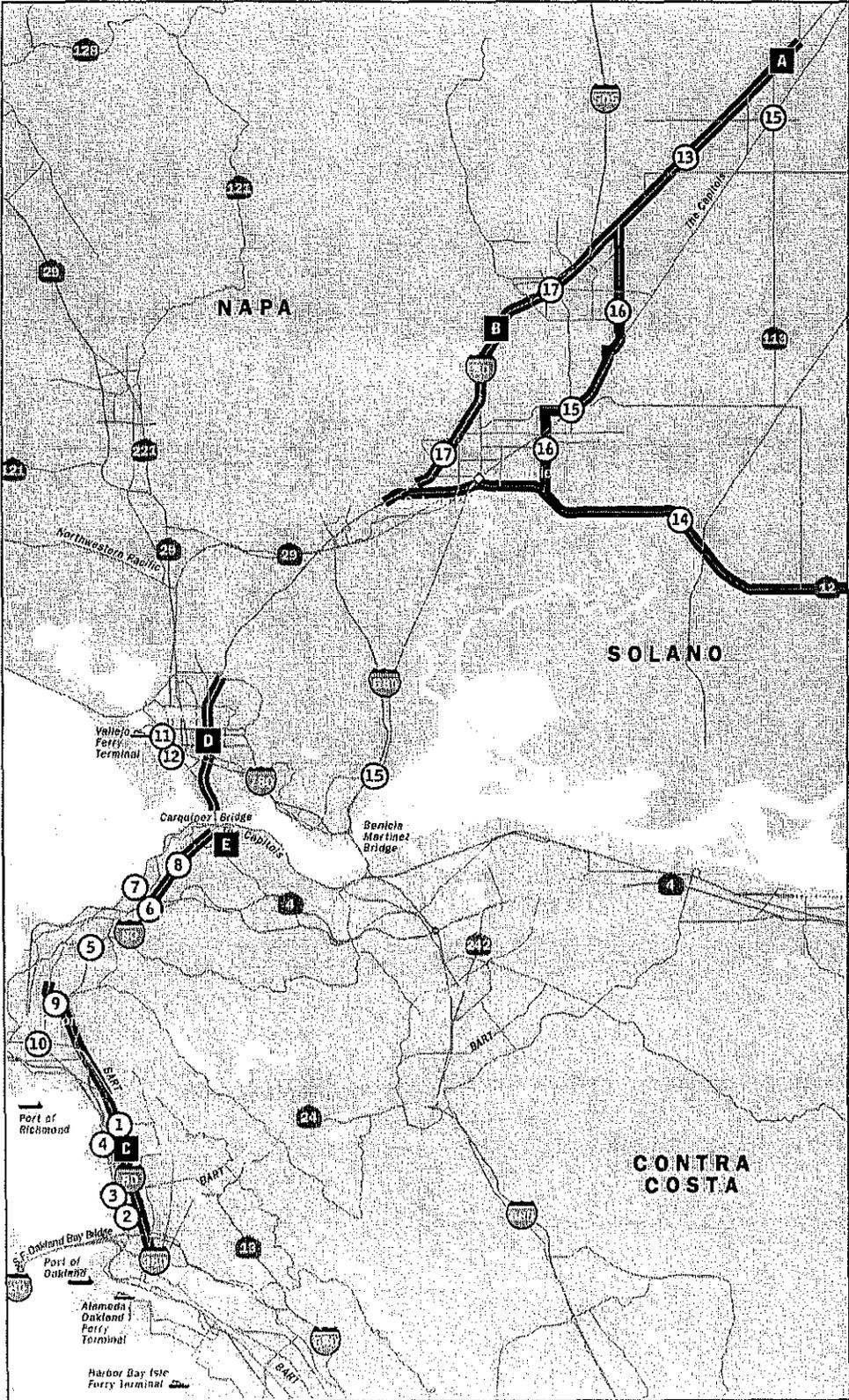
I-80 eastbound HOV lanes from Route 4 to Carquinez Bridge

Not mapped:

- BART to Hilltop Mall in Richmond
- Various I-80 interchange improvements: Route 4, San Pablo Dam Road, Cummings Skyway, and others
- Capitol Corridor intercity rail improvements*

* Potential Regional Transit Expansion Policy project. Track 1 or Blueprint status to be determined

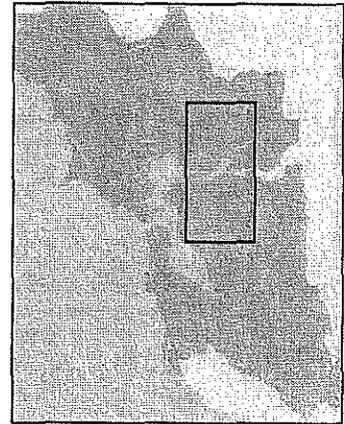
EASTSHORE-NORTH



-  RTP Track 1
-  Blueprint
-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Freeway
-  Other Highway
-  Major Arterial
-  Rail Line
-  Airport
-  Ferry Terminal
-  Port
-  BART

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DIABLO



DIABLO

Overlooked by Mt. Diablo and passing by mostly suburban development interspersed with large office parks and retail shopping centers, this corridor follows the I-680 freeway from I-80 near Suisun City to I-580 in Dublin. The corridor also includes the Benicia-Martinez Bridge, Route 242, Route 24, the I-680/24 interchange and the Caldecott Tunnel. I-680 provides HOV lanes between the I-680/24 interchange and I-580.

BART serves the northern portion of the corridor and connects Contra Costa County to Alameda County, San Francisco and the Peninsula to the west. County Connection provides extensive feeder bus service to BART and local service throughout the corridor. Major transit intermodal facilities are the Walnut Creek and North Concord BART stations, and the Martinez intermodal station for the Capitol Corridor intercity rail service.

The corridor serves commuter travel from residential areas in Solano County into Contra Costa County. The southern end connects to the rapidly growing Tri-Valley area. Residents of the corridor typically commute to jobs in the Tri-Valley and through the Caldecott Tunnel to jobs in Alameda and San Francisco counties.

Management Objectives

- Use toll policies and preferential lanes to encourage HOV use and peak spreading for trips within the corridor and those entering corridor from the north
- Manage I-680 and Route 242 as one system to minimize overall system delay during the peak period and to ensure acceptable I-680/24 interchange operations
- Ensure improvements to Route 4 and Route 242 do not adversely affect I-680 operations
- Maintain reliable freeway operations in off-peak period for freight mobility
- Reduce delays and unpredictable travel time by making Route 24 a continuous four-lane facility in each direction
- Provide good bus, bicycle and pedestrian connections to major activity centers and BART

DIABLO

Committed Funding

Not mapped:

- New Benicia-Martinez Bridge: construct new bridge span east of existing span (4 mixed-flow lanes, 1 slow-vehicle lane and bicycle/pedestrian path); includes new toll plaza and upgrades to I-680/I-780 interchange and I-680/Marina Vista Road interchange
- I-80/I-680/Route 12 interchange improvements; includes connectors and auxiliary lanes between Green Valley Road to Cordelia truck weigh station (Phase 1)
- Widen and extend Bollinger Canyon Road (6 lanes) from Alcosta Boulevard to Dougherty Road
- I-680/Alcosta Boulevard interchange improvements
- Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line
- Construct Windermere Parkway: 4 lanes from Bollinger extension to East Branch
- Construct East Branch; 4 lanes from Bollinger Canyon Road extension to Camino Tassajara
- Gateway Lamorinda traffic program
- Martinez Intermodal Terminal Facility (Phases 1 and 2); includes construction of a new passenger rail station, bus facilities and parking
- Regional Express Bus Program: I-680 and I-780/Solano County to Walnut Creek BART Station
- Regional Express Bus Program: I-680/Martinez to San Ramon
- Regional Express Bus Program: I-80 and I-680/Solano County to Walnut Creek BART Station

Track 1

- ① I-680/Route 4 interchange freeway-to-freeway direct connectors (Phases 1 and 2): eastbound Route 4 to southbound I-680, and northbound I-680 to westbound Route 4
- ② Caldecott Tunnel fourth bore
- ③ Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition, and construction)
- ④ I-680 auxiliary lane from Bollinger Canyon Road to Diablo Road in San Ramon and Danville
- ⑤ I-680 HOV lanes from Marina Vista interchange to North Main Street (southbound) and from Route 242 northbound to the Marina Vista Interchange
- ⑥ Widen Alhambra Avenue from Route 4 to McAfee Drive (Phases 2 and 3)
- ⑦ Widen Pacheco Boulevard from 2 lanes to 4 lanes from Blum Road to Arthur Road
- ⑧ Extend Commerce Avenue to Willow Pass Road
- ⑨ Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way in Orinda
- ⑩ I-80/I-680/Route 12 interchange improvements (Phase 2)

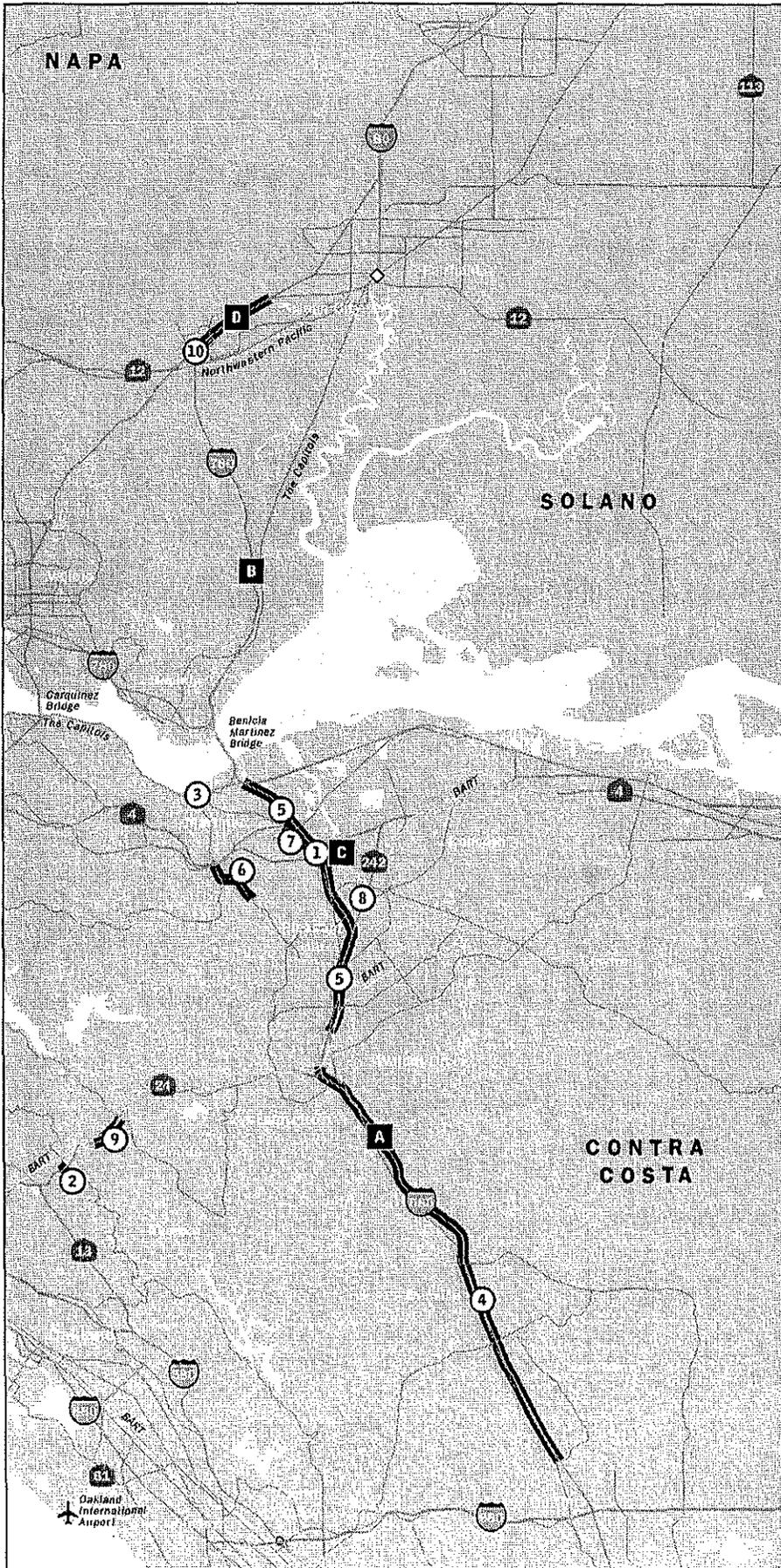
Not mapped:

- Non-capacity increasing improvements to interchanges and parallel arterials
- Additional express bus service on I-680 (capital costs)

Blueprint

- A Selected additional I-680 auxiliary lanes south of I-680/Route 24 interchange
- B Widen I-680 to 6 lanes (all mixed flow) north of Benicia Bridge
- C Increase I-680/Route 4 interchange capacity and HOV-to-HOV connectors between Route 4 and I-680 (westbound Route 4 to southbound I-680)
- D I-80/I-680/Route 12 interchange (Phase 3): widen I-80 by 2 lanes in each direction (1 mixed flow and 1 HOV lane) between I-680 and Route 12 (west)

DIABLO



-  RTP Track 1
-  Blueprint
-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Freeway
-  Other Highway
-  Major Arterial
-  Rail Line
-  Airport
-  Ferry Terminal
-  Port
-  BART

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DATE: September 6, 2001
TO: STA Board
FROM: Jim Spering, STA Board Member
Daryl Halls, Executive Director
RE: Development of Transportation Expenditure Plan
and Education Program

Discussion:

The staff report for this item will be distributed under separate cover.

Recommendation:

Approve the following:

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



DATE: September 4, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: New Multi-Modal Regional Transportation Model

Background:

On January 10, 2001, the STA Board approved new core land use and network data for the 2001 Countywide Traffic Model for use in preparing the updated Solano Countywide Transportation Plan and other plans and studies underway. On June 13, 2001, the STA Board approved an initial model run showing 5-year volume/capacity traffic projections for use in the Comprehensive Transportation Plan based on a fiscally constrained roadway network (including only currently funded and projects expected to be funded with Track 1 federal and state funds). The model is currently a traffic model and cannot make specialized projections for HOV lanes, buses, rail or ferries.

In addition, the model currently only projects land use and traffic conditions in the Solano County area. Using the MTC Regional Model helps with some projections for HOV lanes and transit but is not detailed enough to prioritize or compare road and transit projects at a more detailed project level. Since Solano County is on the edge of the Bay Area, and midway to Sacramento, gateways (or traffic counts such as at the Yolo-Solano and Highway 12/Sacramento/San Joaquin County entrance) and multi-modal projections are very difficult to conduct without a more detailed multi regional, multi-modal model.

On August 29, 2001, the STA TAC forwarded a recommendation to the STA Board authorizing staff to develop a new multi regional transportation model.

Discussion:

The STA's current model uses TRANSPLAN, a program that is useful for the initial products now underway in the pending Comprehensive Transportation Plan, the Jepson Parkway EIR/S and the initial concepts for Phase 1 of the I-80/680/780 Corridor Study.

However, in order to more accurately compare and prioritize projects along various segments of the I-80/680/780 corridor and to compare the trade-offs and benefits of providing resources to various roads and freeway segments, transit and alternative modes, an expanded more detailed multi-modal model is needed

The recently developed core data including existing land uses and the currently adopted general plan land uses and planned roadway networks from each of the eight STA jurisdictions will be very useful and save substantial time to develop the new model. The countywide model is intended to complement city models and is not intended to duplicate or replace local models. It

will mainly help project traffic volumes on major intercity roadways and transit projects having countywide significance such as the, I-80/680/780/12 corridors, the Capitol Corridor, the Baylink Ferry, express bus services and HOV lanes.

It is proposed that the development of the new model would be funded entirely with state Transportation Congestion Relief Program (TCRP) funds available for the I-80/680/780 Corridor Study. The preliminary budget is estimated to be about \$300,000 - \$400,000 for the model. The process to prepare the entire new model would take about 9 months. The intent would be to complete the new model before the Draft I-80/680/780 corridor study is completed by the summer/ fall of 2002. Staff has been discussing this request with Caltrans Headquarters and would need their funding approval before the STA could move forward with this project.

A preliminary planning process has been developed. It is foreseen that a series of meetings will be held with the Solano County traffic modelers and modeling peers from the surrounding counties and regions. Workshops would be scheduled and an RFP would be developed during the next few months.

Fiscal Impact: None to the STA General Fund. The development of the new model would be entirely funded by the state's TCRP program and on going annual maintenance would be funded by Project Development Funds.

Recommendation: 1.) Authorize staff to develop new multi-modal regional transportation model for Solano County and 2.) Authorize staff to request funds from the TCRP program to develop a new multi regional transportation model for development of the I-80/680/780 Corridor Study.



DATE: September 4, 2001
TO: STA Board
FROM: Dale Dennis, Project Manager (PDM)
RE: Status Update - I-80/680/780 Corridor Study and I-80/680 Tier 2 Analysis

Background:

The project development activities for the I-80/680/SR12 Interchange project are continuing to move 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. Since that time, STA staff has been informed by Caltrans Headquarters staff 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. The approved TCRP application meets this requirement. STA staff is currently working with Caltrans District and Headquarters staff to revise the TCRP application to be consistent with this direction.

In late June, STA staff, its consultants and Caltrans District 4 staff provided a status update to Caltrans Headquarters' staff on the progress to-date and the proposed phasing strategy for the I-80/I-680/SR12 Interchange Complex Improvements. The proposed phasing strategy consists of moving the SR12 (W) to SR12 (E) Connector project (Mangels Extension) and the I-80/I-680 Widening project forward concurrently. Caltrans Headquarters raised concerns about demonstrating independent utility between the two projects and suggested the issue be presented to FHWA. In mid-July, the STA met with FHWA staff to discuss the proposed implementation strategy and independent utility and received a positive reading, i.e., FHWA staff believes the projects could have independent utility and could be delivered concurrently.

At the June meeting, the STA also discussed the possibility of receiving 2002 ITIP funding for the I-80/I-680 widening project and received mixed 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 the STA needs 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 non-committal and not all that supportive of the project as a candidate project for 2002 ITIP.

Discussion:

Based on the latest information from Caltrans Headquarters staff (discussed above), STA has revised its approach for the I-80/680/SR12 Interchange Improvements project (MIS/Corridor Study – Segment 1). After the completion of the Tier 2 Analysis process as presented below, the STA will issue a report summarizing the results and will continue with the balance of the MIS/Corridor Study. Concurrently, the STA will process a new TCRP application that will allow us to continue the project delivery process for the SR12 (W) to SR12 (E) Connector project (Mangels Extension). And finally, the STA will continue to meet with the various decision makers to secure 2002 ITIP funding for the I-80/I-680 Widening project.

Meeting	Activity	Date
Caltrans District 4 (PDT Meeting)	Present Tier 2 Analysis and Recommended Alternatives	September 25, 2001
STA TAC Meeting	Present Tier 2 Analysis and Recommended Alternatives	September 26, 2001
STA Board Meeting	Present Tier 2 Analysis and Recommended Alternatives	October 10, 2001

On a related issue, the STA is preparing to initiate the corridor study for the other six segments of the I-80/680 and 780. Staff and the STA TAC are recommending the sub-committees for the corridor study be reduced from 7 to 3 with the following composition:

I-80/680 Interchange Complex Working Group (segment #1)

Mark Akaba – Vallejo
Ron Hurlbut - Fairfield
Mike Duncan – Suisun City
Paul Wiese – Solano County

North County Working Group (Segments #6 – 7):

Janet Koster - Dixon
Ron Hurlbut - Fairfield
Dale Pfeiffer – Vacaville
Paul Wiese – Solano County

South County Working Group (Segments #2 – 5):

Virgil Mustain – Benicia
Mark Akaba – Vallejo
Ron Hurlbut - Fairfield
Paul Wiese – Solano County

Recommendation:

Approve modifying the I-80/680/780 Corridor Sub-Committees from seven to three as specified.

Attachment :

I-80/ I-680 Interchange Projects

Projects	Current Funding Strategy									
	Project Total Cost	Total ITIP	Total RTIP	Local Funding	Sales Tax Funds	TCRP	SHOPP	Federal	Totals	Comments
1 Aux Lane Project	19.0	19.0							19.0	
2 SR12 W Truck Climbing Lane	16.0						16.0		16.0	
3 SR 12 (W) – SR 12 (E) Connector Project (Mangels Extension)	65.0		14.0	15.0	8.0	9.5		5.0	51.5	
4 I-80 and I-680 Widening Project	399.0	7.5				1.5			9.0	
South Parkway Bypass Project	131.0								-	
5 MIS/ Corridor Study	2.0					2.0			2.0	
Totals		26.5	14.0	15.0	8.0	13.0	16.0	5.0	97.5	



DATE: September 5, 2001
TO: STA Board
FROM: Elizabeth Richards, SCI Program Director
RE: Joint Solano/Napa Rideshare Program Identity

Background:

Solano Commuter Information (SCI) has been providing rideshare services to Solano County for over twenty years. In 1998, the Metropolitan Transportation Commission assigned SCI to become the Regional Rideshare program in Napa County. Recently, there has been interest in modifying SCI's name to be more inclusive of Napa County.

Discussion:

Since 1995, the SCI program's primary source of funding has been from the Metropolitan Transportation Commission (MTC) via a five-year funding agreement. Until 2000 when another five-year funding agreement was secured through a competitive process, the SCI program's fiscal viability was questionable and thus changing SCI's identity was not prudent. Now that regional rideshare funding from MTC has been secured through FY04/05, modifying the program's name to better reflect its broader service area is appropriate.

One suggestion for a name change is "Solano/Napa Commuter Information" (SNCI) to build upon the existing name recognition. Other suggestions could be considered, including Solano Napa Integrated Rideshare Program (SNIRP), or SolanoNapa Amalgamated Rideshare Program (SNARP)

Two other factors will affect the timing of the name change implementation. One is that MTC has been considering developing a regional identity for the Regional Rideshare Program which is currently provided jointly by RIDES for Bay Area Commuters and Solano Commuter Information. This "branding" effort was being actively pursued by MTC in the past year but has been put on temporary hold for the time being; the effort is intended to incorporate some element to recognize the division of services between the two contractors. How this would be done had not been determined. In light of there not being a near-term resolution of this, going forward with a name change for the SCI program is appropriate for the two counties.

The second issue is that the SCI program's offices will be moving along with the STA later this year. This will require reprinting of materials on a large scale to reflect a new address. Staff recommends the program's identity change be implemented at that time to minimize printing costs.

Recommendation:

Approve modifying the SCI program name to Solano/Napa Commuter Information (SNCI)

*Agenda Item IX.A
September 12, 2001*



DATE: September 6, 2001
TO: STA Board
FROM: Dan Donahue, STA Board Member
Daryl Halls, Executive Director
RE: Report from Open Space Planning Effort

Discussion:

Board Member Dan Donahue represents the STA on the Open Space Advisory Committee. The Advisory Committee is had held one meeting and was created to provide guidance and input to the development of a Countywide Open Space Plan. I represent the STA on the Open Space Technical Advisory Committee. Dan and I will provide a brief status report at the meeting.

Recommendation:

Informational



DATE: September 5, 2001
TO: STA Board
FROM: Jennifer Tongson, Planning Intern
RE: Local Project Monitoring Report

Discussion:

The STA staff has been monitoring projects in the federal Cycle 1, STP-CMAQ program since the beginning of the year. The obligation deadline for Cycle 1 projects is September 30, 2001. Funds not obligated by the deadline are lost to the regional Housing Incentive Program (HIP). Solano County was successful in obligating 100% of its projects from the previous federal cycle (Pre-cycle, 2000). Since last month, the number of potential delivery failures for the current cycle has been reduced from 26 to 5 projects. The STA staff has been working with MTC and Caltrans to ensure that the remaining 5 projects meet the obligation deadline. A current status of the Cycle 1 projects is provided as an attachment.

Recommendation:

Informational

Attachment

TEA-21 Cycle 1 - STP/CMAQ Potential Delivery Failures

Updated: September 5, 2001

TIP ID	Fed Proj / Grant Number	Sponsor	Project Name	Fund Source	Program Amount	Completed Obligations	Status	Expect to obligate? (Caltrans)
SOL970032	6249	STA	I-80 reliever Rte (Leisure Town Rd Bridge)	STP	1,451,000	295,690	Paperwork sent to HQ. Should obligate in time.	Y
SOL990050	5003	Benicia	East Second Street Signal	CMAQ	146,100	-	ISA was reviewed by Caltrans in late August. Concerns over obtaining environmental clearance by deadline. R/W and PS&E cannot be reviewed until environmental clearance is obtained. Encroachment permit required.	N
SOL991006	CML-5099 (006)	Rio Vista	Lighted Crosswalk at Gardner Way	CMAQ	26,000	6,000	Paperwork received on 8/24. R/W cert. was signed off on 9/4 and sent to HQ. Should obligate on time.	Y
SOL991021	5132	Fairfield	Pennsylvania Ave. rehabilitation	STP	550,000	-	On track to obligate. Public hearing was held; waiting for FHWA to clear environmental document.	Y
SOL991096	5132	F-S Transit	Fairfield Transit Center, Red Top	CMAQ	1,593,540	-	Funds converted to FTA. Administrative TIP amendment scheduled for 9/25; should be obligated by 9/29.	M

Total: \$3,766,640 \$ 301,690

Potential Fund Lapse: \$3,464,950

*Agenda Item IX.C
September 12, 2001*



DATE: September 5, 2001
TO: STA Board
FROM: Jennifer Tongson, Planning Intern
RE: Highway Project Status Report

Discussion:

Attached is an updated listing of Highway Projects for Solano County.

Recommendation:

Informational

Attachment

SOLANO HIGHWAY PROJECTS

Status Report, August 2001

	Projects	FUNDING			PROJECT STATUS		
		Projected Cost	% Funded	Fund Sources	Status	Begin Construction	Projected Completion
	Benicia/ Martinez Bridge	\$545 M	100%	Bridge Tolls	Eight contracts. Next main span contract bid opening 9/22. Bridge opening spring 2005.	Summer 1999	2005
2	Carquinez Replacement Bridge	\$355 M (construction only)	100%	Bridge Tolls	Under Construction; project on schedule. 25% complete. Bridge opening fall 2005.	Mar-00	2005
3	Highway 37 (Phase I)	\$3.6 M	100%	STIP	Phase I will restore tidal wetlands at Guadaluca Village and will provide mitigation for the loss of wetland habitat associated with the proposed construction of the 4-lane freeway on SR-37. Project is under construction.	Nov-00	Spring 2002
	Highway 37 (Phase II)	\$52.25 M	100%	STIP	Phase II will construct a four-lane freeway from the Napa River Bridge to Enterprise Street. The project will be advertised September 17, 2001.	Feb-02	Jul-04
	Highway 37 (Phase III)	\$65.7 M	100%	ITIP; RTIP	Phase III will construct a four-lane freeway from Enterprise St. to Diablo St. and a partial cloverleaf interchange for Rt. 37/29 intersection. Phase III will be located on a new alignment north of the existing alignment of Rt. 37. Phase III is at 85% PS&E. All permits are secured.	Feb-03	Dec-05
4	Jepson Parkway	\$75 M	66%	TEA-21; STIP; Local	Concept Plan completed; environmental review initiated; NEPA-404 process underway; 10 segments.	two segments underway	final segments 2004-2007
5	I-80/I-680 (Auxiliary Lanes)	\$19 M	100%	ITIP	Effort is underway to accelerate auxiliary lane segment completion prior to bridge openings. (Phase I). Negative Declaration is required for environmental approval. Completion of ND is anticipated in the spring 2002 providing EPA approved Ozone Plan by Dec 01.	Spring 2003	Spring 2005
6	I-80 / I-680 (Interchange Project)	\$450 M (noR/W, support & truck scale)	TBD	STIP; TCRP; ITIP	\$13 M in Governor's budget for interchange (flexible); I-80 corridor study process in place; \$4 million in STIP reserve. MIS** started Jan-01 and is scheduled to be completed Dec 02.	Phase 2 - TBD	Phase 2 - TBD
7	I-80 (Vacaville to Dixon)	\$43 M (construction only)	11%	ITIP; RTIP	10.5 mile stretch to be widened from 6 to 8 lanes. \$9M ITIP programmed for environmental only. Negative Declaration is required for environmental approval. Additional archeological digs may be required.	PA&ED*** Summer 2002	2008
8	Highway 12 MIS (I-80 to Rio Vista)	TBD	TBD	TBD	MIS initiated and in progress. STA to provide status.	Jul-00	Jun-01
9	Highway 12 Widening (Napa- 29 to I-80)	\$104 M	\$7 M	TCRP	The environmental document will be EIS/R. Environmental process started. Scoping meetings will be scheduled in October 2001.	PA&ED July 2005	Spring 2012
10	Red Top Slide (I- 80)	\$8 M	100%	SHOPP	State-of-the-art drainage shaft project. Design Sequencing Project. Project was advertised. Bid opening is September 19, 2001.	Fall 2001	Summer 2003
11	I-80/505 Weave Correction	\$8-9 M	TBD	SHOPP; RTIP	Draft Project Study Report (PSR) is completed. PSR approval process started.	PSR - 9/01	TBD
12	Rte 12 West Truck Climb Ln	\$7 M	TBD	SHOPP	PSR in progress. Draft PSR is expected by the end of August 2001.	PSR - 10/01	TBD

* PS&E: Plans, Specifications, and Estimates

** MIS: Major Investment Study

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

**** PSR: Project Study Report



DATE: September 4, 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
FY 2001/02 Vehicle Incentive Program for Light Duty Clean Air Vehicles	David Burch BAAQMD (415) 749-4641	September 17, 2001
Recreation Trails Program - Non Motorized	Charlie Harris State Department of Parks and Recreation (916) 651-8582	October 1, 2001
Environmental Enhancement Mitigation Program (EEM)	Kevin Trent Program Coordinator (510) 622-5911	Applications will be sent in September, and will be due in late November.
Transportation for Livable Communities (TLC): Neighborhood Capital and Planning Grant Program	Karin Frick MTC (510) 464-7704	Planning grants are expected to be due by late November. Capital grant applications will be available in January.



FUNDING OPPORTUNITY:

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

Applications Due: September 17, 2001

TO: STA Board

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: Funding for the basic VIP program will be awarded on a first-come, first serve basis until the available funds are exhausted. Applications will not be accepted via fax or e-mail and applications received prior to September 17, 2001 will be returned to the agency for re-submittal. Please contact David Burch, BAAQMD, for more information.

Program Contact Person: David Burch, BAAQMD, (415) 749-4641.

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



FUNDING OPPORTUNITY:

Recreation Trails Program - Non Motorized

Applications Due: October 1, 2001

TO: STA Board

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:

Environmental Enhancements and Mitigation Program

Applications Due: Late November 2001

TO: STA Board

FROM: Robert Guerrero, STA Planning Assistant

This summary of the 2000-01 Environmental Enhancement and Mitigation Program (EEM) is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local and state units of government.

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

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

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

Further Details: Grants are generally limited to \$250,000. Applications can be obtained by calling the Air Resources Board. Final decision on project approvals is expected at the July CTC meeting. The STA previously acquired a \$250,000 grant for the Solano Bikeway.

Program Contact Person: Kevin Trent, EEM Program Coordinator Caltrans District 4, (510) 622-5911.

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



FUNDING OPPORTUNITY:

Transportation for Livable Communities (TLC): Neighborhood Capital, Planning Grant Program, and Housing Incentives Program (HIP)

*Planning applications due in approximately November/ December
Capital grants and HIP applications will be made available in January*

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

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

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

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

Funding Available: Approximately \$100,000 is available for planning grants and approximately \$18 million will be available for capital projects (\$9 million for TLC and \$9 million for HIP) for the nine-county Bay Area. Local match is not required for planning grants, however, at least 11.5% local match is required for capital projects.

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

Further Details: As part of the TLC program, an additional \$9 million is set aside for the HIP program. The HIP capital grants are for projects that create compact housing near transit oriented developments.

Program Contact Person: Karen Frick, Metropolitan Transportation Commission (510) 464-7704.

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

*Agenda Item IX.E
September 12, 2001*



DATE: September 4, 2001
TO: STA Board
FROM: Kim Cassidy, Administrative Assistant
RE: STA Meeting Schedule (September – December 2001)

Background:

Attached is the STA meeting calendar for the period September 19 through December 31, 2001.

Fiscal Impact:

None.

Recommendation:

Informational

Attachment

STA MEETING SCHEDULE
(September 19 – December 31, 2001)

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DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Sept. 19	6:00 p.m.	MTC RTP Public Input Meeting	JFK Library, Vallejo	X
Sept. 21	1:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Public Library	X
Sept. 22	8:30 a.m.	Smart Growth Workshop	Suisun City Hall	
Sept. 26	10:00 a.m.	SolanoLinks Consortium	STA Conference Room	X
Sept. 26	1:30 p.m.	STA Technical Advisory Committee	So. Co. Trans. Dept Conf. Rm	X
Sept. 26	3:30 p.m.	Alternative Modes Subcommittee	Suisun City Hall	X
Sept. 28	1:30 p.m.	Highway 12 MIS Committee	So. Co. Trans. Dept. Conf. Rm	X
Oct. 3	11:00 a.m.	STA Executive Committee Meeting	STA Conference Room	X
Oct. 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	X
Oct. 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Oct. 11	10:00 a.m.	Solano Bikeway Ribbon Cutting Ceremony	Hiddenbrooke, Vallejo	X
Oct. 19	1:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Public Library	X
Oct. 31	10:00 a.m.	SolanoLinks Consortium	STA Conference Room	X
Oct. 31	1:30 p.m.	STA Technical Advisory Committee	So. Co. Trans. Dept Conf. Rm	X
Nov. 7	11:00 a.m.	STA Executive Committee Meeting	STA Conference Room	X
Nov. 14	TBD	STA Board Meeting	Rio Vista RR Museum	X
Nov. 14	6:00 p.m.	4 th Annual STA Awards Ceremony	Rio Vista RR Museum.	X
Nov. 15	10:00 a.m.	Solano Napa Joint Subcommittee	City of Napa	
Nov. 16	1:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Public Library	X
Nov. 28	10:00 a.m.	SolanoLinks Consortium	STA Conference Room	X
Nov. 28	1:30 p.m.	STA Technical Advisory Committee	So. Co. Trans. Dept Conf. Rm	X
Dec. 5	11:00 a.m.	STA Executive Committee Meeting	STA Conference Room	X
Dec. 6	6:30 p.m.	Bicycle Advisory Committee	STA Conference Room	X
Dec. 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
Dec. 21	1:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Public Library	X



DATE: September 4, 2001
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: 2000/01 Abandoned Vehicle Abatement (AVA) Year End Report

Background:

A \$1 surcharge for vehicles registered in Solano County each quarter finances the Abandoned Vehicle Abatement Program. This program helps defray the costs of abatement incurred by each jurisdiction. The STA acts as the Program Administrator for the AVA Program and is responsible for the distribution of all funds collected throughout the year.

Collection for the fiscal year ending June 30, 2001 totaled **\$343,902.86**. Revenue for the 4th quarter (April 1 – June 30, 2001) was **\$94,041.80**. Total distribution for this quarter **\$129,548.04**, which includes \$35,506.24 in residual funds from previous quarters. See the attached documents for distribution information.

Recommendation:

Informational

Attachments

**SOLANO ABANDONED VEHICLE ABATEMENT AUTHORITY
 QUARTERLY STATUS REPORT
 FISCAL YEAR 2000-2001
 FOR THE QUARTER ENDED 6/30/01**

	PRIOR REPORTED	THIS QUARTER	YEAR TO DATE
FINANCIAL OPERATIONS			
REVENUES			
REGISTRATION FEES	\$249,861.06	\$94,041.80	\$343,902.86
COSTS			
PERSONNEL	\$340,108.79	\$121,662.18	\$461,770.97
SERVICES AND SUPPLIES	\$8,975.29	\$7,279.10	\$16,254.39
FIXED ASSETS			
TOTAL COSTS	\$349,084.08	\$128,941.28	\$478,025.36
UNEXPENDED REVENUES			
VEHICLES/PARTS ABATED			
VEHICLES	2734	877	3611

**SOLANO ABANDONED VEHICLE ABATEMENT AUTHORITY
 QUARTERLY STATUS REPORT
 FOR FISCAL YEAR 2000-2001
 ALL ENTITIES -QUARTER**

	STA	City of Benicia	City of Dixon	City of Fairfield	County of Solano	City of Suisun City	City of Vacaville	City of Vallejo	TOTAL PROGRAM
FINANCIAL OPERATIONS									
REVENUES									
REGISTRATION FEES	\$1,250.00	\$11,416.11	\$689.15	\$14,259.26	\$49,967.09	\$18,140.38	\$17,403.87	\$16,422.18	\$129,548.04
COSTS									
PERSONNEL		\$4,910.83	\$689.15	\$9,228.00	\$43,189.00	\$22,300.00	\$14,429.20	\$26,916.00	\$121,662.18
SERVICES AND SUPPLIES	\$1,250.00			\$48.10	\$5,981.00				\$7,279.10
FIXED ASSETS									
TOTAL COSTS	\$1,250.00	\$4,910.83	\$689.15	\$9,276.10	\$49,170.00	\$22,300.00	\$14,429.20	\$26,916.00	\$128,941.28
UNEXPENDED REVENUES	\$0.00	\$6,505.28	\$0.00	\$4,983.16	\$797.09	-\$4,159.62	\$2,974.67	-\$10,493.82	\$606.76
VEHICLES/PARTS ABATED									
VEHICLES		5	81	155	160	54	64	358	877
ABATEMENT PERCENTAGE		0.6%	9.2%	17.7%	18.2%	6.2%	7.3%	40.8%	100.0%



DATE: September 4, 2001
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: 2001 Legislative Report

Background:

The State Legislature reconvened on August 20th after a one-month recess. September 14th is the last day for the Assembly and Senate to pass bills and October 14th is the last day for the Governor to sign or veto bills.

Attached is the latest federal report from the Ferguson Group. STA staff continues to monitor those bills identified on the attached Legislative Matrix. Two bills have been added for your information.

ACA 4 – Sales and Use Tax Revenues - Chaptered: This Constitutional Amendment is on the March 2002 ballot and, if passed by a majority of the voters, would transfer funds from the General Fund to the Transportation Investment Fund (TIF) the state's share of gasoline tax revenue indefinitely. Beginning in 2008-09, the TIF funds will be allocated for public transit and mass transportation (20%), capital improvement projects subject to State Transportation Improvement Program (STIP) requirements (40%), city street and highway maintenance (20%), and county street and highway maintenance (20%). The amendment does authorize a one-year suspension of the revenue transfer if the Governor issues a proclamation that the transfer would have a significant negative effect on the government functions. A copy of the Amendment is attached.

AB 1171 – Toll Bridge Funding: This bill would delete the repeal date of January 1, 2008, for the \$1 per vehicle surcharge on the state owned toll bridge collections for seismic retrofit projects. The bill would revise the proportional reduction of the funding formula and revise cost estimates. A copy of the amended bill is attached for your review.

Staff is currently working with STA's state lobbyist (Shaw/Yoder) to identify a legislative vehicle for Dixon to be included in the Sacramento Commuter Rail Study, passed as part of Proposition 116, that currently includes the Auburn to Davis route.

Recommendation:

Informational

Attachments

July/August 2001 – Activities.

The Ferguson Group reports the following activities for July/August 2001:

- Coordinate STA communications with congressional offices in support of the three appropriations requests during conference committee action.
- Continued communications with regional delegation members and respond to congressional staff inquiries regarding the projects.
- Meetings with Senate staff members regarding TEA-21 reauthorization status and related legislation.
- Attend meeting with FHWA and CalTrans regarding 80/680 project status.
- Updates to client as needed regarding Congressional Budget Office budget estimates, reauthorization, and appropriations legislation.

Action Items for September 2001.

Our efforts during September 2001 will focus on the following:

- Responding to inquiries from congressional offices regarding requests.
- Tracking conference committee schedule and activity.
- Prompting coalition members at key times to communicate with congressional offices regarding support for appropriations requests in conference committee.
- Tracking TEA-21 reauthorization process and our requests.
- Coordinating with coalition regarding a Fall 2001 projects rally.

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

<i>Project</i>	<i>Request</i>	<i>Status</i>
Interstate 80 / 680 Interchange Project	\$12 million in the FY 2002 Transportation Appropriations Bill under the Highway Construction Account	<ul style="list-style-type: none"> - June 26th: House Full Committee passed bill with no funds for highway construction - July 12th: Senate Full Committee passed bill with no funds for highway construction - TBA: Conference Committee mark-up
Vallejo Baylink Ferry Intermodal Center	\$3.5 million in the FY 2002 Transportation Appropriations Bill under the Ferry Boats and Ferry Terminal Facilities Account	<ul style="list-style-type: none"> - June 20th: House Full Committee passed bill; \$1.5million earmark included for project - July 12th: Senate Full Committee passed bill; \$2 million earmark included for project - TBA: Conference Committee mark-up
Jepson Parkway Project (I-80 Reliever Route)	\$4.5 million in the FY 2002 Transportation Appropriations Bill under the Highway Construction Account	<ul style="list-style-type: none"> - June 26th: House Full Committee passed bill with no funds for highway construction - July 12th: Senate Full Committee passed bill with no funds for highway construction - TBA: Conference Committee mark-up

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



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

September 5, 2001

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

Fm: Shaw / Yoder, Inc.

Re: Status Report

General Outlook

The Legislature is in the home stretch for 2001 and is scheduled to adjourn September 14. The Governor will have until October 14 to act on legislation sent to him at the end of the legislative session.

Planning and Conservation League (PCL) Initiative

The PCL is still planning to move forward with a transportation-related initiative with an eye towards the November 2002 ballot. However, in an attempt to appease groups such as the California Teachers Association and other unions, the PCL has significantly scaled back its proposal. Originally, the PCL proposed to dedicate 100% of sales taxes on new and used car sales to a variety of transportation purposes. Now, the PCL is proposing to take only 30% of this money to allocate to a reduced set of purposes.

2002 Interregional Transportation Improvement Program (ITIP)

Shaw / Yoder, Inc. is continuing to assist the STA in its attempt to secure funding in the 2002 ITIP for the 80/680 interchange. Specifically, we are now working with the STA's state legislative delegation to convey to the Davis Administration that additional funding for the project is a high priority for all the elected representatives of the region.

Seismic Retrofit of Toll Bridges

As we reported in July, the controversy surrounding the funding for seismic retrofit of toll bridges has been intense. The cost overruns projected by Caltrans have led to much hand-wringing over the extension of toll surcharges throughout the Bay Area and calls from Northern California legislators to use additional funds from the 2002 STIP to defray the costs of the retrofits. This has exacerbated the tension over the traditional 60/40 split of revenues in the STIP

TEL: 916.446.4656

FAX: 916.446.4318

1414 K STREET, SUITE 320

SACRAMENTO, CA 95814

Memo to STA Board
September 5, 2001
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between Northern California and Southern California. It is our understanding that Southern California legislators and Northern California legislators are approximately \$600 million apart in terms of what additional monies should come from the 2002 STIP to assist in the funding of seismic retrofits for bridges in Northern California.

Commuter Rail Legislation

We are attempting to secure legislation that would clearly authorize the STA, the Yolo County Transportation District, Sacramento Regional Transit and the Placer County Transportation Planning Agency to study the possibility of intercity or commuter rail service between Auburn and Dixon.

Redistricting

New maps for congressional and state legislative districts are now available. As proposed, Solano County would be represented in Congress by the seats currently occupied by George Miller and Ellen Tauscher. In the State Senate, Solano County would be represented by the seats currently occupied by Wesley Chesbro and Mike Machado. In the State Assembly, Solano County would be represented by the seats currently occupied by Patricia Wiggins and Helen Thomson. The proposed redistricting may be altered. If they are, we will update the STA if warranted.

BILL NUMBER: ACA 4 CHAPTERED
 BILL TEXT

RESOLUTION CHAPTER 87
 FILED WITH SECRETARY OF STATE JULY 26, 2001
 ADOPTED IN ASSEMBLY JULY 23, 2001
 ADOPTED IN SENATE JULY 22, 2001
 AMENDED IN SENATE JULY 21, 2001
 AMENDED IN SENATE JULY 20, 2001
 AMENDED IN ASSEMBLY APRIL 18, 2001

INTRODUCED BY Assembly Members Dutra and Longville
 (Principal coauthors: Senators Murray and Karnette)
 (Coauthors: Senators Alarcon, Alpert, Costa, Figueroa, and
 Machado)

FEBRUARY 22, 2001

Assembly Constitutional Amendment No. 4--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by adding Article XIXB thereto, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 4, Dutra. Transportation funding: sales and use tax revenues.

The Sales and Use Tax Law imposes a tax on the gross receipts from the sale in this state of, or the storage, use, or other consumption in this state of, tangible personal property. That law requires revenues derived from those taxes to be deposited in the Retail Sales Tax Fund. Existing law requires the balance of that fund remaining after various specified allocations to be allocated to the General Fund.

This measure would, for the 2003-04 fiscal year and each fiscal year thereafter, require all moneys that are collected during the fiscal year under the Sales and Use Tax Law, with respect to the sale or use of motor vehicle fuel, and that are required to be transferred to the General Fund pursuant to that law, to instead be transferred to the Transportation Investment Fund. This measure would, for the 2003-04 to 2007-08 fiscal years, inclusive, require moneys in that fund to be allocated for transportation purposes as provided in a specified statute. This measure would, for the 2008-09 fiscal year and each fiscal year thereafter, require moneys in the fund to be allocated only for transportation purposes specified by this measure, and would specify the allowable percentage amount to be allocated for each specified transportation purpose.

This measure would allow the Legislature to suspend or modify these requirements under certain circumstances, if the act so providing is approved by 2/3 of the entire membership of each house of the Legislature.

WHEREAS, California's continuing economic prosperity and quality of life depend, in no small part, upon an expansive and efficient transportation system; and

WHEREAS, The need to maintain, expand, and improve California's multimodal transportation system increases as California continues to

grow; and

WHEREAS, Public investment in transportation has failed to keep pace with California's growth, and additional fiscal resources are needed simply to maintain, much less expand, California's transportation system; and

WHEREAS, The failure to address California's transportation funding needs will drain economic vitality, compromise public safety, and erode quality of life; and

WHEREAS, It is now necessary to address California's transportation problems by providing additional state funding, in a manner that protects existing constitutional guarantees set forth in Section 8 of Article XVI of the California Constitution, for the funding of public education; now, therefore, be it

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2001-02 Regular Session commencing on the fourth day of December 2000, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California that the Constitution of the State be amended by adding Article XIXB thereto, to read:

ARTICLE XIXB

MOTOR VEHICLE FUEL SALES TAX REVENUES AND TRANSPORTATION IMPROVEMENT FUNDING

SECTION 1. (a) For the 2003-04 fiscal year and each fiscal year thereafter, all moneys that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to the Transportation Investment Fund, which is hereby created in the State Treasury.

(b) (1) For the 2003-04 to 2007-08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on the operative date of this article.

(2) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated solely for the following purposes:

(A) Public transit and mass transportation.

(B) Transportation capital improvement projects, subject to the laws governing the State Transportation Improvement Program, or any successor to that program.

(C) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by cities, including a city and county.

(D) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by counties, including a city and county.

(c) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, as follows:

(A) Twenty percent of the moneys for the purposes set forth in subparagraph (A) of paragraph (2) of subdivision (b).

(B) Forty percent of the moneys for the purposes set forth in subparagraph (B) of paragraph (2) of subdivision (b).

(C) Twenty percent of the moneys for the purposes set forth in subparagraph (C) of paragraph (2) of subdivision (b).

(D) Twenty percent of the moneys for the purpose set forth in subparagraph (D) of paragraph (2) of subdivision (b).

(d) The transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if both of the

following conditions are met:

(1) The Governor has issued a proclamation that declares that the transfer of revenues pursuant to subdivision (a) will result in a significant negative fiscal impact on the range of functions of government funded by the General Fund of the State.

(2) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the transfer of revenues pursuant to subdivision (a), provided that the bill does not contain any other unrelated provision.

(e) The Legislature may enact a statute that modifies the percentage shares set forth in subdivision (c) by a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the moneys described in subdivision (a) are expended solely for the purposes set forth in paragraph (2) of subdivision (b).

BILL NUMBER: AB 1171 AMENDED
BILL TEXT

AMENDED IN SENATE AUGUST 20, 2001
AMENDED IN ASSEMBLY MAY 22, 2001
AMENDED IN ASSEMBLY MAY 9, 2001
AMENDED IN ASSEMBLY MAY 3, 2001

INTRODUCED BY Assembly Member Dutra

FEBRUARY 23, 2001

An act to amend Sections ~~31000 and 31010 of, to amend and renumber Section 188.10 of, to repeal and add Sections 31015 and 188.5 and 31010 of, and to repeal Section 31050~~ of, the Streets and Highways Code, relating to highways, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

AB 1171, as amended, Dutra. Highways: toll ~~bridge~~ bridges : ~~operation and maintenance funding~~ .

~~Existing~~

(1) Existing law imposes a seismic retrofit surcharge equal to \$1 per vehicle for passage on the state-owned toll bridges in the region within the area of the jurisdiction of the Metropolitan Transportation Commission, except for vehicles that are authorized toll-free passage on those bridges. Revenue generated from the surcharge is required to be deposited in the Toll Bridge Seismic Retrofit Account in the State Transportation Fund, which is continuously appropriated without regard to fiscal years to the Department of Transportation for the purpose of funding seismic retrofit of currently listed bridges. The department is required to determine the date when (a) sufficient funds have been generated for the completion of seismic retrofit and the replacement of the San Francisco-Oakland Bay Bridge, as specified, and (b) sufficient funds have been generated to pay for any costs added under a specified provision relating to the San Francisco-Oakland Bay Bridge. The department is required to notify the Secretary of State of that date, immediately upon making that determination. These provisions are repealed on January 1, 2008, or on the date the Secretary of State receives the specified notice, whichever occurs first.

This bill would delete the repeal date described above ~~under certain circumstances~~ and thereby would make an appropriation by extending indefinitely the time during which the money in the account would be continuously appropriated. The bill would require the money in the account ~~to be continuously appropriated for the additional purposes of funding any cost overruns from certain San Francisco Bay area toll bridge seismic retrofit estimates and, after completion of seismic retrofit, to fund the operation, improvement, and maintenance of those bridges. The bill would authorize the revenue in the account to be expended, under certain conditions, for additional purposes, including the replacement or relocation of the transbay bus terminal in the City and County of San Francisco. The bill would make other, conforming changes in existing law~~ that is in excess of those funds needed to meet the toll commitment to be transferred annually by the department to the Bay Area Toll Authority for funding certain purposes and projects that are consistent with existing law

requirements.

(2) Existing law sets forth the cost estimates at \$2,620,000,000 to retrofit the state-owned toll bridges and to replace the east span of the San Francisco-Oakland Bay Bridge in accordance with a schedule.

This bill would revise that cost estimate to \$4,637,000,000 and would correspondingly revise the schedule.

(3) Existing law provides that the estimated cost of replacing the east span of the San Francisco-Oakland Bay Bridge is based on certain assumptions.

The bill would instead provide that this estimated cost is based on specific conditions, rather than assumptions.

(4) Existing law provides that it is the intent of the Legislature that specific amounts from various funds be allocated through the 2004-05 fiscal year, for the seismic retrofit or replacement of the identified state-owned toll bridges.

This bill would require the continued allocation of the funds until expended, rather than through the 2004-05 fiscal year, and would revise the amount available from the seismic retrofit surcharge, subject to certain limitations and would include not less than \$1,900,000,000 from the state's share of the federal Highway Bridge Replacement and Rehabilitation Program.

The bill would revise the proportional reduction of funding formula provided under existing law, if the cost of retrofitting or replacement, or both, is less than the statutory cost estimate set forth above.

The bill would require the department, upon substantial completion of the retrofit work of the state-owned toll bridges, to submit a final report prepared by an independent accounting firm identifying the sources and use of the funds. The bill would require the report to serve as the basis for any proportional reduction in funding as described above.

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

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

~~SECTION 1. Section 188.10 of the Streets and Highways~~

SECTION 1. Section 188.5 of the Streets and Highways Code is amended to read:

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

(1) The department has determined that in order to provide maximum safety for the traveling public and to ensure continuous and unimpeded operation of the state's transportation network, six state-owned toll bridges are in need of a seismic safety retrofit, and one state-owned toll bridge is in need of a partial retrofit and a partial replacement.

(2) The bridges identified by the department as needing seismic retrofit are the Benicia-Martinez Bridge, the Carquinez Bridge, the Richmond-San Rafael Bridge, the San Mateo-Hayward Bridge, the San Pedro-Terminal Island Bridge (also known as the Vincent Thomas Bridge), the San Diego-Coronado Bridge, and the west span of the San Francisco-Oakland Bay Bridge. The department has also identified the east span of the San Francisco-Oakland Bay Bridge as needing to be replaced. That replacement span will be safer, stronger, longer lasting, and more cost efficient to maintain than completing a seismic retrofit for the current east span.

(3) The south span of the Carquinez Bridge is to be replaced pursuant to Regional Measure 1, as described in subdivision (b) of

Section 30917.

(4) The cost estimate to retrofit the state-owned toll bridges and to replace the east span of the San Francisco-Oakland Bay Bridge is ~~two billion six hundred twenty million dollars (\$2,620,000,000), eighty million dollars (\$80,000,000) of which is for cable suspension pursuant to paragraph (1) of subdivision (b) of Section 31000~~ four billion six hundred thirty-seven million dollars (\$4,637,000,000) , as follows:

(A) The Benicia-Martinez Bridge retrofit is one hundred ~~one~~ ninety million dollars ~~(\$101,000,000)~~ (\$190,000,000) .

(B) The north span of the Carquinez retrofit is ~~eighty three~~ one hundred twenty-five million dollars ~~(\$83,000,000)~~ (\$125,000,000) .

(C) The Richmond-San Rafael Bridge retrofit is ~~three~~ six hundred ~~twenty nine~~ sixty-five million dollars ~~(\$329,000,000)~~ (\$665,000,000) .

(D) The San Mateo-Hayward Bridge retrofit is one hundred ~~twenty seven~~ ninety million dollars ~~(\$127,000,000)~~ (\$190,000,000) .

(E) The San Pedro-Terminal Island Bridge retrofit is ~~forty five~~ sixty-two million dollars ~~(\$45,000,000)~~ (\$62,000,000) .

(F) The San Diego-Coronado Bridge retrofit is ~~ninety five~~ one hundred five million dollars ~~(\$95,000,000)~~ (\$105,000,000) .

(G) The west span of the San Francisco-Oakland Bay Bridge retrofit, as a lifeline bridge, is ~~five~~ seven hundred ~~fifty three~~ million dollars ~~(\$553,000,000)~~ (\$700,000,000) .

(H) Replacement of the east span of the San Francisco-Oakland Bay Bridge is ~~one~~ two billion ~~two~~ six hundred ~~eighty five~~ million dollars ~~(\$1,285,000,000), which includes eighty million dollars (\$80,000,000) for cable suspension~~ (\$2,600,000,000) .

(b) It is the intent of the Legislature that the following amounts from the following funds shall be allocated ~~through the 2004-05 fiscal year~~ until expended , for the seismic retrofit or replacement of state-owned toll bridges:

(1) Six hundred fifty million dollars (\$650,000,000) from the 1996 Seismic Retrofit Account in the Seismic Retrofit Bond Fund of 1996 for the seven state-owned toll bridges identified by the department as requiring seismic safety retrofit or replacement.

(2) One hundred forty million dollars (\$140,000,000) in surplus revenues generated under the Seismic Retrofit Bond Act of 1996 that are in excess of the amount actually necessary to complete Phase Two of the state's seismic retrofit program. These excess funds shall be reallocated to assist in financing seismic retrofit of the state-owned toll bridges.

(3) Fifteen million dollars (\$15,000,000) from the Vincent Thomas Toll Bridge Revenue Account.

(4) ~~Eight hundred twenty seven million dollars (\$827,000,000)~~ The funds necessary to meet a principle obligation of one billion nine hundred fifteen million dollars (\$1,915,000,000) from the seismic retrofit surcharge imposed pursuant to Section 31010 , subject to the limitation set forth in subdivision (c) and subdivision (b) of Section 31010 .

(5) Thirty-three million dollars (\$33,000,000) from the San Diego-Coronado Toll Bridge Revenue Fund.

(6) Not less than seven hundred forty-five million dollars

(\$745,000,000) from the State Highway Account to be used toward the eight hundred seventy-five million dollars (\$875,000,000) state contribution, to be achieved as follows:

(A) (i) Two hundred million dollars (\$200,000,000) to be appropriated for the state-local transportation partnership program described in paragraph (7) of subdivision (d) of Section 164 for the 1998-99 fiscal year.

(ii) The remaining funds intended for that program and any program savings to be made available for toll bridge seismic retrofit.

(B) A reduction of not more than seventy-five million dollars (\$75,000,000) in the funding level specified in paragraph (4) of subdivision (d) of Section 164 for traffic system management.

(C) Three hundred million dollars (\$300,000,000) in accumulated savings by the department achieved from better efficiency and lower costs.

(7) Not more than one hundred thirty million dollars (\$130,000,000) from the Transit Capital Improvement Program funded by the Transportation Planning and Development Account in the State Transportation Fund to be used toward the eight hundred seventy-five million dollars (\$875,000,000) state contribution. If the contribution in subparagraph (A) of paragraph (6) exceeds three hundred seventy million dollars (\$370,000,000), it is the intent that the amount from the Transit Capital Improvement Program shall be reduced by an amount that is equal to that excess.

(8) *Not less than one billion nine million dollars (\$1,009,000,000) from the state's share of the federal Highway Bridge Replacement and Rehabilitation (HBRR) Program, or an amount that is necessary to fully fund actual costs identified for projects included in subparagraphs (A) to (H), inclusive, of paragraph (4) of subdivision (a).*

(9) The estimated cost of replacing the San Francisco-Oakland Bay Bridge listed in subparagraph (H) of paragraph (4) of subdivision (a) is based on the following ~~assumptions~~ conditions :

(A) The new bridge ~~will~~ shall be located north adjacent to the existing bridge and shall be the Replacement Alternative N-6 (preferred) Suspension Structure Variation, as specified in the Final Environmental Impact Statement, dated May 1, 2001, submitted by the department to the Federal Highway Administration .

(B) The main span of the bridge ~~will~~ shall be in the form of a single tower cable suspension design and shall be the Replacement Alternative N-6 (preferred) Suspension Structure Variation, as specified in the Final Environmental Impact Statement, dated May 1, 2001, submitted by the department to the Federal Highway Administration .

(C) The roadway in each direction ~~will~~ shall consist of five lanes, each lane will be 12 feet wide, and there ~~will~~ shall be 10-foot shoulders as an emergency lane for public safety purposes on each side of the main-traveled way.

(c) ~~(1)~~ If the actual cost of retrofit or replacement, or both retrofit and replacement, of toll bridges is less than the cost estimate of ~~two~~ four billion six hundred ~~twenty~~ thirty-seven million dollars ~~(\$2,620,000,000)~~ (\$4,637,000,000) , there shall be a proportional reduction in the amount provided in ~~paragraphs (3),~~ paragraph (4) ~~and (5)~~ of subdivision (b) equal to one-half of the difference between the cost estimate and the actual cost, and there shall be an equal reduction in the amount specified in paragraph (6) of subdivision (b).

~~(2) If the department determines that the actual cost of retrofit~~

~~er replacement, or both retrofit and replacement, of toll bridges exceeds two billion six hundred twenty million dollars (\$2,620,000,000), which includes eighty million dollars (\$80,000,000) for cable suspension, the department shall report to the Legislature within 60 days from the date of that determination as to the reason for the increase in cost and shall propose a financial plan to pay for that increase and the Legislature shall thereby adopt a financial plan therefor.~~

~~(d) Annually and upon completion of the seismic retrofit of the state owned toll bridges, the~~ The department shall report annually to the Legislature and the Governor as to the amount of funds used for that purpose from each source specified in subdivision (b) and submit an updated cost estimate. Upon substantial completion of the seismic retrofit work of the state-owned toll bridges, the department shall submit a final report, prepared by an independent accounting firm, identifying the sources and uses of the funds. That report shall serve as the basis for any proportional reduction in funding as specified in subdivision (c).

(e) Notwithstanding any other provision of law, the commission shall adopt fund estimates consistent with subdivision (b) and provide flexibility so that state funds can be made available to match federal funds made available to regional transportation planning agencies.

SEC. 2. Section 31010 of the Streets and Highways Code is amended to read:

31010. (a) There is hereby imposed a seismic retrofit surcharge equal to one dollar (\$1) per vehicle for passage on the bay area bridges, except for vehicles that are authorized toll-free passage on these bridges.

~~(b) This section shall remain in effect only until the date that the Secretary of State receives the notice required under subdivision (b) of Section 31050, or until January 1, 2008, whichever occurs first, and as of that date is repealed.~~ Funds generated by subdivision (a) may not be used to repay nontoll revenues committed to fund projects identified in paragraph (2) of subdivision (a) of Section 188.5. Following the date of the submission of the report required in subdivision (d) of Section 188.5, funds generated pursuant to subdivision (a) that are in excess of those needed to meet the toll commitment as specified by paragraph (4) of subdivision (b) of Section 188.5, including annual debt service payments, if any, required to support the commitment, shall be transferred annually by the department to the authority for funding, consistent with Sections 30913 and 30914, the purposes and projects described in those sections .

SEC. 3. Section 31050 of the Streets and Highways Code is repealed.

~~31050. (a) The department shall determine the date when all of the following have occurred:~~

~~(1) Sufficient funds, not exceeding eight hundred twenty seven million dollars (\$827,000,000), have been generated for the completion of seismic retrofit and the replacement of the San Francisco Oakland Bay Bridge.~~

~~(2) Sufficient funds have been generated to pay for any costs added under Section 31015, not to exceed two years additional surcharge revenue beyond that in paragraph (1).~~

~~(b) The department shall notify the Secretary of State of the date determined under subdivision (a), immediately upon making that determination.~~

~~(c) The notice required under subdivision (b) shall state that it is being made pursuant to this section for the purposes of Section 31010. Code, as amended by Section 4 of Chapter 327 of the Statutes of 1997, is amended to read:~~

~~188.12. (a) The Toll Bridge Seismic Retrofit Account is hereby created in the State Transportation Fund. Notwithstanding Section 13340 of the Government Code, the money in the account is hereby continuously appropriated, without regard to fiscal years, to the department for the purpose of funding seismic retrofit or replacement of the San Francisco Bay area bridges, as defined in Section 30004, listed in Section 188.5, including, but not limited to, any cost overruns from the estimates set forth in Section 188.5, and to fund the operation, improvement, and maintenance of those bridges.~~

~~(b) Expenditures for the operation, improvement, and maintenance of the state owned San Francisco Bay area bridges listed in Section 188.5 may be made only after all seismic retrofit and any seismic retrofit cost overruns have been fully funded.~~

~~SEC. 2. Section 31000 of the Streets and Highways Code is amended to read:~~

~~31000. The following definitions apply for purposes of this chapter:~~

~~(a) "Account" means the Toll Bridge Seismic Retrofit Account created pursuant to Section 188.12.~~

~~(b) "Amenities" means any of the following:~~

~~(1) A cable suspension bridge.~~

~~(2) A bicycle facility.~~

~~(3) A transbay terminal.~~

~~(c) "Authority" means the Bay Area Toll Authority.~~

~~(d) "Bay area bridges" means the state owned toll bridges in the region within the area of the jurisdiction of the Metropolitan Transportation Commission.~~

~~(e) "Department" means the Department of Transportation.~~

~~(f) "Seismic retrofit" means all work completed by the department on the bay area bridges relating to the planning, design, and construction of improvements to, or replacement of, those bridges for the purpose of withstanding seismic forces, including, but not limited to, any environmental or traffic mitigation necessary for that work.~~

~~(g) "Surcharge" means the seismic retrofit surcharge imposed pursuant to Section 31010.~~

~~SEC. 3. Section 31010 of the Streets and Highways Code is amended to read:~~

~~31010. (a) There is hereby imposed a seismic retrofit surcharge equal to one dollar (\$1) per vehicle for passage on the bay area bridges, except for vehicles that are authorized toll free passage on those bridges.~~

~~(b) This section shall remain in effect only until January 1, 2008, and as of that date is repealed, unless the Secretary of State receives the notice required under Section 31050 on or before January 1, 2008.~~

~~SEC. 4. Section 31015 of the Streets and Highways Code is repealed.~~

~~SEC. 4.5. Section 31015 is added to the Streets and Highways Code, to read:~~

~~31015. (a) Subject to the conditions in subdivision (b), revenues generated from the surcharge may be used for any of the following amenities, in addition to any other purpose authorized for those funds:~~

~~(1) To fund the difference between the cost of constructing any bridge design for the San Francisco Oakland Bay Bridge selected by the authority and the cost of constructing a single tower cable suspension bridge selected by the department.~~

~~(2) Funding for the replacement or relocation of the transbay bus terminal in the City and County of San Francisco.~~

~~(3) Funding for a bicycle or pedestrian access that is to be added to either the new east span of the San Francisco Oakland Bay Bridge or the retrofitted west span of that bridge, or both.~~

~~(b) Expenditures for an amenity described under subdivision (a)~~

~~may be made only if both of the following conditions have been met:~~

~~(1) The local share of the seismic retrofit project costs is increased by an amount equal to the cost of funding the amenity.~~

~~(2) Sufficient funds generated by the seismic retrofit surcharge are available to fully pay for the amenity.~~

~~SEC. 5. Section 31050 of the Streets and Highways Code is repealed.~~

~~SEC. 6. Section 31050 is added to the Streets and Highways Code, to read:~~

~~31050. (a) If the Metropolitan Transportation Commission determines that the authority to impose the surcharge should be extended beyond January 1, 2008, in order to continue funding any of the purposes listed in Section 188.12, it shall so notify the Secretary of State in writing immediately upon making that determination.~~

~~(b) The notice required under subdivision (a) shall state that it is being made pursuant to this section for the purpose of extending Section 31010 beyond January 1, 2008.~~