Solano Transportation Authority

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Suisun City, California 94585

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Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

MEETING NOTICE

December 12, 2001

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

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

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

STA Board Members:	**STA Alternates:**
Marci Coglianese, Chair *City of Rio Vista*	To Be Determined
John Silva, Vice Chair *County of Solano*	Barbara Kondylis
Pierre Bidou *City of Benicia*	To Be Determined
Mary Ann Courville *City of Dixon*	Gil Vega
To Be Determined *City of Fairfield*	To Be Determined
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.	**PLEDGE OF ALLEGIANCE**	
III.	**APPROVAL OF AGENDA**	
IV.	**OPPORTUNITY FOR PUBLIC COMMENT** (6:05 – 6:10 p.m.)	
V.	**EXECUTIVE DIRECTOR'S REPORT** (6:10 – 6:15 p.m.) – Pg 1	Daryl Halls
VI.	**COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC** (6:15 – 6:25 p.m.)	
	A. Federal Lobbyist Report	Mike Miller The Ferguson Group
	B. Caltrans Report	Lenka Culik-Caro Caltrans District IV
VII.	**CONSENT CALENDAR** *Recommendation: Approve the following consent items in one motion (Note: Items under consent calendar may be removed for separate discussion)* (6:25-6:30 p.m.) – Pg 9	
	A. **Approve STA Board Minutes of November 14, 2001** – Pg 11	Kim Cassidy
	B. **Approve Draft STA TAC Minutes for November 28, 2001** Pg 17	Kim Cassidy
	C. **Updated Disadvantaged Business Enterprises Program (DBE) Report** *Recommendation: Approve the updated STA Disadvantaged Business Enterprise Program and the identified goal of 12.6% as established according to regulations of the US Department of Transportation* - Pg 21	Janice Sells
	D. **Transportation For Livable Communities Planning Grant Submittal For I-80/680 Concept Plan – North Connector** *Recommendation: Authorize the Chair of the STA Board to send a Letter of Interest to MTC requesting a $75,000 TLC Planning Grant to conduct a planning process and prepare the I-80/680/SR12 Concept Plan for the North Connector and matching it with a $25,000 local match from the STA's project development fund balance on 2000 STIP Reserve* - Pg 35	Dan Christians

E. **Draft 2002 Federal/State Legislative Platform** — Janice Sells

Recommendation: Authorize the Executive Director to distribute the draft 2002 Federal/State Legislative Platform for 30-day review and comment– Pg 37

F. **Request from County of Solano for a TIP Amendment to Reprogram $85,000 of Unused TEA21 Cycle 2 Corridor Management Funds** — Dan Christians

Recommendation: Authorize the Executive Director to submit a TIP amendment application and all supporting documentation to MTC to reprogram the $84,859 in available TEA-21 Cycle 2 Corridor Management funding from the Abernathy Road Bike Project to the Fairfield Transportation Center Phase – 2 project- Pg 59

G. **Amended Contract with Wilbur Smith Associates for the Fairfield/Vacaville Rail Station** — Dan Christians

Recommendation: 1.) Cancel the original authorization approved by the STA Board on November 8, 2000 for a contract amendment with Wilbur Smith Associates using APDE funds for three Capitol Corridor Rail Stations; and 2.) Authorize the Executive Director to approve a Contract Amendment No. 1 of the Transit Element of the Comprehensive Transportation Plan with Wilbur Smith Associates to provide project development assistance to advance the rail station at Fairfield/Vacaville using Advanced Project Development Element Funds (ADPE) from the STIP in an amount not to exceed $125,000 – Pg 63

H. **Designate Policy Committee for Napa Solano Passenger Rail Study** — Dan Christians

Recommendation: Designate three STA Board members on the Joint STA/NCTPA Subcommittee to also serve as the Policy Steering Committee for the Napa/Solano Passenger Rail Study Pg 69

I. **Enhanced Planning, Programming and Marketing Funds** — Daryl Halls, Dale Dennis

Recommendation: 1.) Authorize the Executive Director to reprogram an additional $143,000 in PPM funds in fiscal year 2000/01 from 2000 STIP reserves and 2.) Authorize the Executive Director to program 1% of 2002 STIP funds for PPM activities as part of the STA's 2002/03 and 2001/02 Fiscal Year budget
Pg 71

J. Walters Road Project — Dan Christians

Recommendation: Authorize the Chair to sign a letter to the U.S. Fish & Wildlife Service requesting the timely completion of a" No Effect" letter for the Walter Road Widening Project
Pg 75

VIII. NON-FINANCIAL ITEMS

A. I-80/680/SR12 Interchange Corridor Study-Segment 1 – Segment Tier 2 Report — Daryl Halls, Dale Dennis

Recommendation: Approve the following: 1.) Extend public comment period for I-80/680/SR 12 Tier 2 Analysis (Segment 1) to January 21, 2002, 2.) Schedule consideration of I-80/680/SR 12 Tier 2 Analysis (Segment 1) for STA Board meeting of February 13, 2002
(6:30-6:45 p.m.) – Pg 79

B. Solano Comprehensive Transportation Plan Proposed Goals, Objectives, Policies and Status — Dan Christians

Recommendation: Approve the proposed Goals, Objectives and Policies of the CTP and attached CTP schedule.
(6:45-6:55 p.m.) – Pg 85

C. Regional Transportation Plan and Regional Transit Expansion Plan — Dan Christians

Recommendation: Authorize the Executive Director to submit a letter of support for the final Regional Transportation Plan dated December 2001 and the revised Regional Transit Expansion Plan
(6:55-7:00 p.m.) – Pg 103

D. Adoption of Expenditure Plan Management Committees and Proposed Schedule — Jim Spering, STA Board Member

Recommendation: Approve the following: 1.) Establishment of the Transportation Management and Steering Committees, as specified, to guide the development of and provide input to the Transportation Expenditure Plan and 2.) Preliminary Schedule for Development of Expenditure Plan
(7:00-7:05 p.m.) – Pg 115

IX. INFORMATION ITEMS

(Discussion Necessary)

A. Status of Open Space Planning Effort Update — Dan Donahue, STA Board Member

Informational (7:05-7:10 p.m.) – Pg 123

(No Discussion Necessary)

B.	**Proposition 42 (ACA 4) Funding Projections** *Informational* – Pg 125	Daryl Halls Nancy Whelan
C.	**Project Monitoring Report** *Informational* – Pg 131	Jennifer Tongson
D.	**Review Funding Opportunities** *Informational* – Pg 151	Robert Guerrero
E.	**STA Meeting Schedule** **(December 2001-January 2002)** *Informational* – Pg 157	Kim Cassidy

X. BOARD MEMBER COMMENTS

XI. ADJOURNMENT – Next Meeting: January 9, 2002 at 6:00 p.m., at Suisun City Hall

Agenda Item V
December 12, 2001

Solano Transportation Authority

MEMORANDUM

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

Status of New STA Board Members

Currently there is one Board vacancy and three Alternate vacancies on the STA Board. The City of Fairfield's Board and Alternate representatives are vacant. The Fairfield City Council has not formally agendized its Mayoral appointments when this memo agenda was written. According to Fairfield staff, Mayor Karin MacMillan could make this appointment during a Council Goal Setting meeting scheduled for December 15 and 16 or in January during the next scheduled city council meeting. The City of Benicia's Mayor Steve Messina recently reappointed Pierre Bidou to serve as its STA Board Member and staff is checking to confirm his Alternate. Rio Vista Mayor Marci Coglianese is scheduled to appoint her STA Board Alternate on December 6. I will provide an update at the meeting.

I-80/680/SR12 Interchange Update

The STA continues to work concurrently on several fronts to move the I-80/680/SR 12 interchange project forward. The draft Tier 2 Analysis for the Interchange project has been completed and will be presented at the meeting. Staff is summarizing the public comments received during, and after the November 19th meeting held in Cordelia. An initial copy is attached and an update copy will be provided at the meeting. Staff is recommending the public comment period be extended to January 21, 2002, the STA Chair be authorized to send a letter to Fairfield's Mayor Karin MacMillan requesting she immediately appoint a representative to the STA Board and the Tier 2 Analysis be reagendized for STA Board consideration on February 13, 2002.

Randy Iwasaki, Caltrans Acting District IV Director, notified me last week that the I-80/SR 12 East Truck Climbing Lane Project has been recommended to receive 2002 SHOPP funds. This project has been identified as the next I-80/680/SR 12 phase after completion of the I-80/680 Auxiliary Lane Project. Jim Spering and I met with California Transportation Commission (CTC) Board Member Jim Kellogg to request 2002 ITIP funds for the project. Also attending

were staff representatives from the offices of Congress Members George Miller and Ellen Tauscher. The Governor's draft ITIP list is scheduled for release early next week.

Comprehensive Transportation Plan Policies, Goals and Objectives

Dan Christians and Bob Grandy, the CTP's lead consultant, have amended the draft policies, goals and objectives based upon your input and direction at the November 29, 2001 Board Workshop.

Expenditure Plan and Education Effort for Transportation

The STA's Local Funding Committee has completed development of the proposed schedule for the development of the Transportation Expenditure Plan and the two committees to assist in guiding the development of the Plan. Jim Spering, the Committee's chair, will provide a verbal report summarizing these recommendations.

Regional Transportation Plan and Regional Transit Expansion Policy

The Metropolitan Transportation Commission is preparing to adopt the 2001 Regional Transportation Plan (RTP) and Regional Transit Expansion Program (RTEP) at its Commission of December 19, 2001. Jim Spering chairs MTC's Planning and Operating Committee (POC) that will be recommending the RTP and RTEP to the full Commission. The POC is scheduled to act on the RTP and RTEP on December 14, 2001. Staff has reviewed the RTP and RTEP and recommend the STA Board support both documents. Staff will provide an update at the meeting.

New STA Staff Hired

This week, the STA hired a new Administrative Assistant, Breezy Bowes. Breezy's (yes, her real name) official starting date is Monday, December 17, 2001. Breezy was selected from a pool of 83 applicants. I have invited her to attend the Board meeting to be introduced. Elizabeth Richards has narrowed the list of 60 applicants for the vacant Commute Consultant position to three. The final candidate will likely be selected next week and will begin work with the STA in January 2002. Shannon Associates has initiated the recruitment for the vacant Director for Projects position. Selection of a preferred candidate is scheduled for late February or early March 2002.

New STA Office Location

The STA has moved into its new office location at One Harbor Center, Suisun City. Staff will work with the STA's Executive Committee to plan for an Open House sometime in January. I want to thank Janice Sells, Kim Cassidy and Elizabeth Richards for ensuring the move was as smooth as possible.

Attachment:

Attached for your information are a status of priority projects, and the STA's list of acronyms. Transportation related newspaper articles will be included with 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. New bridge bids opened 9/28/01 and construction to begin in 11/2001. Carquinez Bridge Groundbreaking held in March 2000. Project completion to conclude in 2004/2005. Bridge demolition under design 11/2001.
Capitol Corridor Rail Facilities Plan and Expanded Service CCJPB, STA	$250,000	*	*	-TCI grant for obligation approved by CTC on 5/20/00. Revised scope of work prepared to add south site. One year time extension granted. Project under design and construction scheduled for 2002.
Comprehensive Transportation Plan	$80,000		*	-Plan underway. Public input meetings completed. Bicycle Plan Completed. STA Board adopted priority for Capitol Corridor rail stations on 6/13/01. Initial 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. Final CTP policies underdevelopment with STA Board workshop completed on 11/29/01. CTP draft scheduled for completion in 2/02.
Enhanced Transit Service on I-80, I-680, and I-780	*	*100,000	*	Transit Plan initiated as part of CTP. Express bus proposals approved by Board and submitted to MTC for consideration for Express Bus funding. All four proposals recommended for support by MTC staff. Route 20/30 under study.
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. Public meetings in Nov 2001.
Highway 12 Major Investment Study			*	-Study completed. Final report reviewed by subcommittees and Caltrans. Adopted by Board on 10/10/01.
Highway 12 SHOPP project	*	*	*	Highway 12 MIS Subcommittee and STA TAC provided status by Caltrans. Revised project schedule 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. Phase 2 advertised for construction in 9/01 with bid openings on 11/14/01. Phase 3 to be advertised Sping 2003.
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 completed by Caltrans. Waiting for 2002 SHOPP list.
I-80/680 Interchange	*	*	*	-Auxiliary lane funded by Caltrans. STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects in early 2003. PDT formed to develop accelerated PSR for full interchange. Targeted for 2002 ITIP funds. 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. Draft tier analysis completed and presented to the STA Board on 10/10/01. Second multi-agency and public input meeting held in November 2002. $10 million in 2002 RTIP funds approved by STA Board on 9/12/01. Request for 2002 ITIP funds 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 one analysis. STA has requested additional TCRP allocation to fully fund study.
Jepson Parkway Project	$491,000	$59,237	*	- NEPA 404 complete. Purpose and need completed. Draft alternatives and screening criteria completed and reviewed by resource agencies. Revised project cost estimates completed. Project cost estimates and project alternatives approved by Board on 7/11/01. 2001/02 federal appropriations request submitted. Environmental Study initiated with draft scheduled for completion in Spring 2002. $10 million 2002 RTIP funds approved by STA Board on 9/12/01.
Project Monitoring (local projects)	$20,000	$6,626	*	-Ongoing-next obligation deadline (TEA) Dec. 5, 2001. All obligations completed by (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. Phased 2 funding submitted as 2002 SHOPP project.
Solano Bike Project	*	*	*	-Construction completed in September 2001. Ribbon cutting held 10/11/01.
Solano Commuter Information Work Program	*	*	*	-Program adopted and implementation underway. Meetings with Rio Vista and Dixon held. Updated scope of work for Napa County underdevelopment. Development of new incentives for vanpool program underway. California Rideshare Week campaign completed the week of 10/1/01 - 10/5/01. New program approved by Board 11/14/01.
SolanoWorks Transit Plan	*	*	*	-Plan being developed. Meeting with five focus groups completed. Target completion date of summer 2001. Two transit projects identified. Plan scheduled for completion 12/01.

STA Marketing Program	$55,000		*	STA brochure and Annual Report completed. New Website Consultant retained and completion of STA 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 approved by STA Board on 9/12/01.
TOTAL	$896,000	$1,065,863	$0	
* No funds allotted at this time	$1,961,863			

Solano Transportation Authority
Acronyms List
Updated 12/05/01

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

SHOPP	State Highway Operational Protection Program
SNCI	Solano Napa Commuter Information
SOV	Single Occupant Vehicle
SMAQMD	Sacramento Metropolitan Air Quality Management District
SRITP	Short Range Intercity Transit Plan
SRTP	Short Range Transit Plan
STA	Solano Transportation Authority
STAF	State Transit Assistance Fund
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
TCI	Transit Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activity
TEA-21	Transportation Efficiency Act for the 21st 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 Transportation 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

STA
Solano Transportation Authority

DATE: December 4, 2001
TO: STA Board
FROM: Kim Cassidy, 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 November 14, 2001

B. Approve Draft STA TAC Minutes for November 28, 2001

C. Updated Disadvantaged Business Enterprises Program (DBE) Report

D. Transportation For Livable Communities Planning Grant Submittal For I-80/680 Concept Plan - North Connector

E. Draft 2002 Federal/State Legislative Platform

F. Request from County of Solano for a TIP Amendment to Reprogram $85,000 of Unused TEA21 Cycle 2 Corridor Management Funds

G. Amended Contract with Wilbur Smith Associates Regarding the Fairfield/Vacaville Rail Station

H. Napa Solano Passenger Rail Study Policy Committee

I. Enhanced Planning, Programming and Marketing Funds

J. Walters Road Project

Agenda Item VII.A
November 14, 2001

SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
November 14, 2001

II. CALL TO ORDER - CONFIRM QUORUM

Chair Coglianese called the regular meeting to order at 4:30 p.m. A quorum was confirmed.

MEMBERS PRESENT:	Marci Coglianese (Chair)	City of Rio Vista
	John Silva (Vice Chair)	County of Solano
	Pierre Bidou	City of Benicia
	Steve Lessler	City of Fairfield
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Dan Donahue	City of Vallejo
MEMBERS ABSENT:	Mary Ann Courville	City of Dixon
STAFF PRESENT:	Daryl K. Halls	STA-Executive Director
	Dan Christians	STA-Deputy Director for Planning
	Janice Sells	STA-Program Manager/Analyst
	Kim Cassidy	STA-Acting Clerk of the Board
	Melinda Stewart	STA Asst. Legal Counsel
	Robert Guerrero	STA Planning Assistant
	Jennifer Tongson	STA Project Intern
ALSO PRESENT:	Lenka Culik-Caro	Caltrans
	Ziad AbaBulla	Caltrans
	Alan Nadritch	City of Benicia
	Gil Vega (Board Alternate)	City of Dixon
	Ron Hurlbut	City of Fairfield
	Mike Duncan	City of Suisun City

Paul Hom	City of Vacaville
Gary Leach	City of Vallejo
Bernice Kaylin	League of Women Voters-Solano County
James Williams	Vacaville Citizen
Cynthia Rhode	Nolte Associates

IV. APPROVAL OF AGENDA

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

V. OPPORTUNITY FOR PUBLIC COMMENT

None

VI. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- STA's 4th Annual Transportation Awards
- I-80/680/SR12 Interchange
- I-80/680/780 Corridor Study/County-wide Traffic Model
- STA Board Workshop for Comprehensive Transportation Plan
- Meeting with Solano County's Planning Directors
- Work Plan for 2001/02 Solano/Napa Commuter Information Program
- Proposed STA Staff Modifications/Executive Recruiter
- STA to Move to New Office Location

He also reviewed the supplemental items including:
* Agenda Item IX.K (2002 Regional transportation Improvement Program (RTIP) – PPM Funds-MTC Submittal, with items submitted for each project in the program.

VII. SPECIAL PRESENTATION PROCLAMATIONS TO: MAYOR GEORGE PETTYGROVE, CITY OF FAIRFIELD STEVE LESSLER, COUNCILMEMBER, CITY OF FAIRFIELD

Chair Coglianese presented special proclamations to outgoing STA Board Member Steve Lessler, Councilmember, City of Fairfield and outgoing STA Board Alternate George Pettygrove, Mayor, City of Fairfield. She noted their numerous accomplishments and contributions to the STA.

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

STA: None

Caltrans: Lenka Culik-Caro reported on the status of the following projects:
I-80/680/SR12 Interchange
Route 37
I-80/505 Weave Correction PSR

IX. CONSENT AGENDA

On a motion by Member Lessler, and a second by Member Bidou, the following consent items were approved in one motion with the addition of Agenda Item IX.K.

A. **Approve STA Board Minutes of October 10, 2001**

B. **Approve Draft STA TAC Minutes for October 31, 2001**

C. **Final 2001 Solano Congestion Management Program**
Recommendation: Approve the Final 2001 Solano Congestion Management Program for submittal to MTC.

D. **Redesignation of STA as AVA Program Service Authority for Solano County**
Recommendation: Authorize the Executive Director to notify member cities and the County of the continuation of the AVA Program and ask that each pass a resolution approving the STA as the Service Authority for the next 10-year period.

E. **Extension of Consultant Assistance Contracts for Project Management/Funding and Transit Funding Consultants**
Recommendation: Authorize the Executive Director to extend the consultant contracts with: 1.) The PDM Group for Project Management/Funding Consultant services for an amount not to exceed $54,000 for a six-month period beginning on October 8, 2001 and 2.) Nancy Whelan Consulting for Transit Management/Funding Consultant services for an amount not to exceed $20,000 for a six-month period beginning on October 8, 2001.

F. **Adjustment to Compensate Ranges for Deputy Director for Projects and Deputy Director for Planning Classifications**
Recommendations: Approve the following: 1.) Approve the adjustment to the compensation range for Director for Projects as specified, 2.) Approve adjustment to the compensation range for Assistant Executive Director/Director for Planning as specified and 3.) Authorize Executive Director to retain Executive Recruitment firm to coordinate recruitment for vacant Director for Projects position.

G. **Extension of Transit marketing Contract With Underground Advertising for reprinting SolanoLinks Brochure**
Recommendation: Authorize the Executive Director to approve a contract extension with Underground Advertising and provide $25,000 to update and reprint the SolanoLinks Transit brochure and large maps during 2001-02.

H. **Extension of Contract for Reprinting BikeLinks Brochure**
Recommendation: Authorize the Executive Director to approve a contract extension with Alta Transportation Consulting and approve $20,000 of TFCA budget to update the design and reprinting of two versions of the BikeLinks Map.

I. **Revisions to I-80/680/780 Corridor Contracts with Korve Engineering and Project Delivery Management Group**
Recommendation: Authorize the Executive Director to revise the existing scopes of work and funding for Segment 6 of the I-80/680/780 corridor study and project management contracts and extend them to April 2002 as follows: 1.) Korve Engineering-Segment 6, I-80/680/780 Corridor Study Analysis ($150,000) 2.) Project Delivery Management Group – Project Management ($50,000)

J. **ABAG Bay Trail Funding Agreement for Countywide Trails Plan**
Recommendation: Approve the attached resolution authorizing the Executive

Director to execute an ABAG Bay Trail funding agreement for the Countywide Trails Plan including all required terms and conditions.

K. 2002 Regional Transportation Improvement Program (RTIP) – PPM Funds – MTC Submittal

Recommendation: Approve the attached resolution and authorize the Executive Director to submit the 2002 RTIP Project Nomination Sheet along with the associated Resolutions and Assurances for PPM funding.

X. ACTIONS ITEMS: FINANCIAL

A. STIP/SSTP Swap for I-80/680/780 Corridor Study and New Countywide Traffic Model

Daryl Halls explained the proposal to use STIP reserve funds to fund: $400,000 for the development of the new Multimodal Countywide Travel Demand Model, $500,000 to complete the next segment of the I-80/680/780 Corridor Study, $200,000 to conduct a relocation study for the Cordelia Truck Scales Traffic analysis.

Recommendation: Authorize the Executive Director to submit the necessary documents to program $1.1 million of 2000 RTIP Reserve as follows: 1.) Approve a resolution of up to $400,000 of STIP Reserve to fund environmental work for the I-80/680/SR12 Interchange including the new countywide multi-modal traffic model and 2.) Apply to MTC for a $700,000 STIP/STP swap to complete the I-80/680/780 Corridor Study including the Truck Scales Traffic Analysis.

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

XI. ACTION ITEMS: NON FINANCIAL

A. Applications for State Planning Transportation Grants for I-80/680/780 Corridor Study, Rio Vista Bridge Feasibility Study and Countywide Trails Plan (Phase 3)

Dan Christians discussed submitting funding for three projects from the Partnership Planning and Community Based Transportation Planning funding programs.

Recommendation: Authorize the Executive Director to submit applications for the I-80/680/780 Corridor Study, the Rio Vista Bridge Feasibility Study and the Countywide Trail Plan (Phase 3) for the 2001-02 and 2002-03 State Transportation Planning Grants.

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

B. SNCI Program Work Plan for FY 2001/02

Elizabeth Richards summarized the SNCI FY 2001/02 Work Plan for Solano County, including new programs to be added.

Recommendation: Approve SNCI's FY 2001/02 Work Plan for Solano County.

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

XII. INFORMATION ITEMS:

(Discussion Necessary)

A. Comprehensive Transportation Plan Workshop, Subcommittees, Public Meetings and Final Plan Schedule

Dan Christians reviewed the CTP's final stages of preparation and draft plan scheduled for release at the February 2002 STA Board meeting.

(No Discussion Necessary)

B. FY 2000/02 Unmet Transit Needs Status Report
Informational

C. Bay Area Ozone Attainment Plan Update
Informational

D. Review Funding Opportunities
Informational

E. STA Meeting Schedule (November-December 2001)
Informational

XIII. BOARD MEMBER COMMENTS

XIV. ADJOURNMENT

The STA Board meeting was adjourned at 5:00 p.m. Special Board Workshop: November 29, 2001 11:30 a.m., Suisun City Hall. Next regular Board meeting: December 12, 2001 at 6:00 p.m., at Suisun City Hall.

Kim Cassidy

Kim Cassidy, Clerk of the Board

Date: 12-7-01

Agenda Item VII.B
December 12, 2001

Draft
TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
November 28, 2001

1. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:38 p.m. in the Solano County Transportation Department Conference Room.

Present:

Tonya Gilmore	City of Benicia
Dan Schiada	City of Benicia
Morrie Barr	City of Fairfield
Ray Chong	City of Fairfield
Ron Hurlbut	City of Fairfield
Dave Melilli	City of Rio Vista
Mike Duncan	City of Suisun City
Julie Pappa	City of Suisun City
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Paul Wiese	County of Solano
Dale Dennis	PDM
Daryl Halls	STA
Dan Christians	STA
Kim Cassidy	STA
Robert Guerrero	STA

II. OPPORTUNITY FOR PUBLIC COMMENT

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans - None

MTC - None

STA - None

IV. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

A. Minutes of Meeting of October 31, 2001
B. Review Funding Opportunities Calendar
C. STA Meeting Schedule (December 2001 – January 2002) and Acronyms List
D. Updated DBE Report

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

V. ACTION ITEMS

A. I-80/680/SR12 Interchange Corridor Study-Segment 1-Segment Tier 2 Report

Daryl Halls reviewed the Draft Tier 2 Evaluation, Report and three alternatives which include: Alternative 2D (I-680 Viaduct, 4D Modified (South Parkway Alternative) and 6A (I-80 widening).

Recommendation: Forward I-80/680/SR12 Tier 2 Analysis (Segment 1) to the STA Board for approval as amended. The STA TAC approves the Tier 2 Report as being technically accurate in analysis of issues and problems in I-80/680 area and requests the opportunity to review the public comments before consideration by the STA Board.

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

B. TLC Planning Grant Submittal for I-80/680 Concept Plan – North Connector

Dan Christians explained the TLC Planning Grant Submittal process and how the proposed Northern Connector project meets the TLC Planning Criteria. He noted Letters of Interest must be received by Friday, December 14, 2001.

Recommendation: Forward a recommendation to the STA Board a Letter of Interest to MTC requesting a $75,000 TLC Planning Grant to conduct a planning process and prepare the I-80/680/SR12 Concept Plan and matching it with a $25,000 local match from the STA's project development fund balance or 2000 STIP Reserve.

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

C. MTC's Regional Transit Expansion Plan/Regional Transportation Plan

Dan Christians summarized the criteria for identifying transit projects for inclusion in the Regional Transit Expansion Policy. Daryl Halls encouraged TAC representation at the December 14, 2001 meeting of the MTC Planning and Operations Committee.

Recommendation: Forward a recommendation to the STA Board to authorize the Executive Director to submit a letter of support for the revised Regional Transit Expansion Plan dated November 9, 2001.

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

D. 2002 Federal/State Legislative Platform

Daryl Halls reviewed updates to the draft legislative platform to be forwarded to the STA Board for review prior to distribution for a 30-day review and comment period.

Recommendation: Forward the draft 2002 Federal/State Legislative Platform to the STA Board for review, comment and 30 day review.

On a motion by Paul Wiese, and a second by Dave Melilli, the STA TAC approved the recommendation.

E. Request from County of Solano for a TIP Amendment to Reprogram $85,000 of Unused TEA 21 Cycle 2 Corridor Management Funds

Dan Christians summarized Cycle 2 Corridor Management Projects with a deadline of September 30, 2002 and noted the recommended project was on schedule and needed the additional funding.

Recommendation: Forward a recommendation to the STA Board to approve a TIP amendment to reprogram the $84,859 in available TEA-21 Cycle 2 Corridor Management funding to the Fairfield Transportation Center Phase – 2 project.

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

F. Letter from Solano County Administrators Office Requesting Support for Re-opening Union Street between Fairfield and Suisun City

Dan Christians summarized this item.

Recommendation: Forward a recommendation to the STA Board to pursue funding for a feasibility study to consider the re-opening of Union Street between downtown Fairfield

and Suisun City and close other at-grade crossings in context with follow-up activities recommended in the Solano Comprehensive Transportation Plan.

By unanimous consent this item was tabled until January 3, 2002 until the City of Fairfield can appoint an STA Board representative.

VI. INFORMATION ITEMS

A. Project Monitoring Report

Jennifer Tongson reviewed the current status of Highway Projects and Local Projects for Solano County.

B. Proposition 42 (ACA 4) Funding Projections

Daryl Halls presented a list of estimated road rehabilitation allocation amounts by County and local jurisdictions if Proposition 42 is passed by State voters in March 2002.

C. Comprehensive Transportation Plan Workshop Subcommittees, Public Meetings and Final Plan Schedule

Dan Christians reviewed the draft Comprehensive Transportation Plan scheduled for release at the February 2002 STA Board meeting. He reviewed the scheduled subcommittee and public meeting dates.

VIII. ADJOURNMENT

The meeting was adjourned at approximately 2:30 p.m. The next meeting is scheduled for Thursday, January 3, 2002 at 1:30 p.m.

Agenda Item VII.C
December 12, 2001

DATE: December 5, 2001
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Updated Disadvantaged Business Enterprises Program (DBE) Report

Background:

In performing its transportation planning and development functions, the STA uses federal funds to contract consulting firms to prepare various plans and documents. When federal funds are used, the STA is mandated to set specific Disadvantaged Business Enterprise (DBE) goals and develop a boilerplate for each Request for Proposals (RFP) document.

All federally funded projects (partial or full funding) must be advertised under the new requirements. To comply with new regulation, all federal-aid recipients must submit a revised DBE program (including goal setting methodology and sample contract boilerplate). In addition, a DBE Liaison Officer must be identified in each agency participating in federally funded projects.

The STA staff (with the assistance of Leo Flores of the Solano County Transportation Department) has prepared the necessary documents and submitted them to Caltrans for approval. The program was approved by Caltrans on October 10, 2001, and has been noticed in a local newspaper for 30 days, as required, and is now submitted to the STA Board for formal adoption.

The resulting DBE goal for the STA for fiscal year 2002 is 12.6%, which will be achieved using a 10.63% race conscious method and a 1.97% race neutral method as detailed in the Goal Setting Methodology documents.

Recommendation:

Approve the updated STA Disadvantaged Business Enterprise Program and the identified goal of 12.6% as established according to regulations of the US Department of Transportation.

Attachment

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

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

October 10, 2001

04-SOL-0-STA
DBE Program
Year: FY 2001/02
Goal: 12.6 %

Ms. Janice Sells
DBELO/ Program Manager
Solano Transportation Authority
333 – Sunset Ave, Suite #200
Suisun City, Ca 94585

Re: Approval of "Draft - DBE Annual Overall Goal Information Submittal"

We received your draft DBE annual overall goal information for FY 2001/02 that you recently sent to this office. Our staff has reviewed the contents and elements of the annual overall goal information, and we find it meets the requirements of Title 49 CFR Part 26. Your draft DBE annual overall goal information is hereby approved.

With this draft approval, you should publish a 30/45 day public notice as outlined in Section 9.5 of the Local Program Procedure 01-04 (LPP 01-04). Please send us a copy of the publication notice, your response to any comments received from the public, and a copy of your adopted annual overall goal information executed by the DBE Liaison Officer for final approval.

Further information regarding the DBE program - including the LPP (01-04), can be found at the Local Programs website at www.dot.ca.gov/hq/LocalPrograms/. If you have any questions feel free to call Moe Shakernia at 510-286-5236 or myself at 510–622-5928.

Sincerely,

RANDELL H. IWASAKI
Acting District Director

By

Arthur P. Duffy, PE
Local Assistance Area Engineer

SOLANO TRANSPORTATION AUTHORITY

I. Definitions of Terms

The terms used in this program have the meanings defined in 49 CFR §26.5.

II. Objectives /Policy Statement (§§26.1, 26.23)

SOLANO TRANSPORTATION AUTHORITY (STA) has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. SOLANO TRANSPORTATION AUTHORITY has received Federal financial assistance from the DOT, and as a condition of receiving this assistance, SOLANO TRANSPORTATION AUTHORITY will sign an assurance that it will comply with 49 CFR Part 26.

It is the policy of SOLANO TRANSPORTATION AUTHORITY to ensure that DBEs, as defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also our policy:

To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
To help remove barriers to the participation of DBEs in DOT-assisted contracts; and
To assist the development of firms that can compete successfully in the market place outside the DBE Program.

The Program Manager/Analyst has been delegated as the DBE Liaison Officer. In that capacity, the Program Manager/Analyst is responsible for implementing all aspects of the DBE program. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by SOLANO TRANSPORTATION AUTHORITY in its financial assistance agreements with the California Department of Transportation (Caltrans).

SOLANO TRANSPORTATION AUTHORITY has disseminated this policy statement to the SOLANO TRANSPORTATION AUTHORITY Board of Directors and all the components of the STA organization. The STA distributed this statement to DBE and non-DBE business communities that perform work for the STA on DOT-assisted contracts by publishing this statement in general circulation, minority-focused and trade association publications.

III. Nondiscrimination (§26.7)

SOLANO TRANSPORTATION AUTHORITY will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, or national origin.

In administering its DBE program, SOLANO TRANSPORTATION AUTHORITY will not, directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, or national origin.

IV. DBE Program Updates (§26.21)

SOLANO TRANSPORTATION AUTHORITY will continue to carry out this program until the SOLANO TRANSPORTATION AUTHORITY has established a new goal setting methodology or until significant changes to this DBE Program are adopted. SOLANO TRANSPORTATION AUTHORITY will provide to Caltrans a proposed overall goal and goal setting methodology and other program updates by June 1 of every year.

V. Quotas (§26.43)

SOLANO TRANSPORTATION AUTHORITY will not use quotas or sets asides in any way in the administration of this DBE program.

VI. DBE Liaison Officer (DBELO) (§26.45)

SOLANO TRANSPORTATION AUTHORITY has designated the following individual as the DBE Liaison Officer: Janice Sells, Program Manager Analyst, SOLANO TRANSPORTATION AUTHORITY Transportation Department, 333 Sunset Avenue, Suite 200, Suisun City, California, 94585, (707-422-6491, jsellssta@mgci.com). In that capacity, Janice Sells is responsible for implementing all aspects of the DBE program and ensuring that SOLANO TRANSPORTATION AUTHORITY complies with all provisions of 49 CFR Part 26. This is available on the Internet at **www.osdbuweb.dot.gov/main.cfm**. Janice Sells, Program Manager, SOLANO TRANSPORTATION AUTHORITY, has direct, independent access to (SOLANO TRANSPORTATION AUTHORITY Board of Directors) concerning DBE programming matters. An organization chart displaying the DBELO's position in the organization is found in Attachment "A" to this program.

The DBELO is responsible for developing, implementing and monitoring the DBE program, in coordination other appropriate officials. Duties and responsibilities include the following:

1. Gathers and reports statistical data and other information as required.
2. Reviews third party contracts and purchase requisitions for compliance with this program.
3. Works with all departments to set overall annual goals.
4. Ensures that bid notices and requests for proposals are available to DBEs in a timely manner.
5. Identifies contracts and procurements so that DBE goals are included in solicitations (both race-neutral methods and contract specific goals) and monitors results.
6. Analyzes SOLANO TRANSPORTATION AUTHORITY's progress toward goal attainment and identifies ways to improve progress.
7. Participates in pre-bid meetings, when held.
8. Advises the Executive Director/governing body on DBE matters and achievement.
9. Chairs the DBE Advisory Committee, if any.
10. Participates with the legal counsel and project director to determine contractor compliance with good faith efforts.

11. Provides DBEs with information and assistance in preparing bids, obtaining bonding and insurance.
12. Plans and participates in DBE training seminars.
13. Provides outreach to DBEs and community organizations to advise them of opportunities.

VII. Federal Financial Assistance Agreement Assurance (§26.13)

SOLANO TRANSPORTATION AUTHORITY will sign the following assurance, applicable to all DOT-assisted contracts and their administration as part of the program supplement agreement for each project:

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE Program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE Program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

VIII. DBE Financial Institutions

It is the policy of SOLANO TRANSPORTATION AUTHORITY to investigate the full extent of services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in the community, to make reasonable efforts to use these institutions, and to encourage prime contractors on DOT-assisted contracts to make use of these institutions.

Information on the availability of such institutions can be obtained from the DBE Liaison Officer. The Caltrans Disadvantaged Business Enterprise Program may offer assistance to the DBE Liaison Officer.

IX. Directory (§26.31)

SOLANO TRANSPORTATION AUTHORITY will refer interested persons to the DBE directory available from the Caltrans Disadvantaged Business Enterprise Program website at www.dot.ca.gov/hq/bep.

X. Overconcentration (§26.33)

SOLANO TRANSPORTATION AUTHORITY has not identified any types of work in DOT-assisted contracts that have an overconcentration of DBE participation. If in the future SOLANO TRANSPORTATION AUTHORITY identifies the need to address overconcentration, measures for addressing overconcentration will be submitted to the Caltrans Local Assistance Engineer (DLAE) for approval.

XI. Business Development Programs (§26.35)

SOLANO TRANSPORTATION AUTHORITY does not have a business development or mentor-protégé program. If SOLANO TRANSPORTATION AUTHORITY identifies the need for such a program in the future, the rationale for adopting such a program and a comprehensive description of it will be submitted to the DLAE for approval.

XII. Required Contract Clauses (§§26.13, 26.29)

Contract Assurance

SOLANO TRANSPORTATION AUTHORITY ensures that the following clause is placed in every DOT-assisted contract and subcontract:

The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as recipient deems appropriate.

Prompt Payment

SOLANO TRANSPORTATION AUTHORITY ensures that the following clauses or equivalent will be included in each DOT-assisted prime contract:

Satisfactory Performance

The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than 10 days from the receipt of each payment the prime contractor receives from SOLANO TRANSPORTATION AUTHORITY. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the SOLANO TRANSPORTATION AUTHORITY. This clause applies to both DBE and non-DBE subcontractors

Release of Retainage

The prime contractor agrees further to release retainage payments to each subcontractor within 30 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the SOLANO TRANSPORTATION AUTHORITY. This clause applies to both DBE and non-DBE subcontractors.

XIII. Monitoring and Enforcement Mechanisms (§26.37)

SOLANO TRANSPORTATION AUTHORITY will assign a STA personnel to monitor and track actual DBE participation through contractor and subcontractor reports of payments in accordance with the following:

After Contract Award

After the contract award SOLANO TRANSPORTATION AUTHORITY will review the award documents for the portion of items each DBE and first tier subcontractor will be performing and the dollar value of that work. With these documents the STA Personnel will be able to determine the work to be performed by the DBEs or subcontractors listed.

Pre-construction Conference

A preconstruction conference will be scheduled between the STA Personnel and the contractor or their representative to discuss the work each DBE subcontractor will perform. Before work can begin on a subcontract, the local agency will require the contractor to submit a completed "Subcontracting Request," Exhibit 16-B of the LAPM or equivalent. When the STA Personnel receives the completed form it will be checked for agreement of the first tier subcontractors and DBEs. The STA Personnel will not approve the request when it identifies someone other than the DBE or first tier subcontractor listed in the previously completed "Local Agency Bidder DBE Information," Exhibit 15-G. The "Subcontracting Request" will not be approved until any discrepancies are resolved. If an issue cannot be resolved at that time, or there is some other concern, the STA PERSONNEL will require the contractor to eliminate the subcontractor in question before signing the subcontracting request. A change in the DBE or first tier subcontractor may be addressed during a substitution process at a later date.

Suppliers, vendors, or manufacturers listed on the "Local Agency Bidder DBE Information" will be compared to those listed in the completed Exhibit 16-I of the LAPM or equivalent. Differences must be resolved by either making corrections or requesting a substitution.

Substitutions will be subject to the Subletting and Subcontracting Fair Practices Act (FPA). Local agencies will require contractors to adhere to the provisions within Subletting and Subcontracting Fair Practices Act (State Law) Public Contracts Code, Sections 4100-4144. FPA requires the contractor to list all subcontractors in excess of one half of one percent (0.5%) of the contractor's total bid or $10,000, whichever is greater. The statute is designed to prevent bid shopping by contractors. The FPA explains that a contractor may not substitute a subcontractor listed in the original bid except with the approval of the awarding authority.

The STA personnel will give the contractor a blank Exhibit 17-F, "Final Report Utilization of Disadvantaged Business Enterprises, First Tier Subcontractors" and will explain to them that the document will be required at the end of the project, for which payment can be withheld, in conformance with the contract.

Construction Contract Monitoring

The STA personnel will ensure that the STA staff (inspectors) know what items of work each DBE is responsible for performing. Inspectors will notify the STA personnel immediately of apparent violations.

When a firm other than the listed DBE subcontractor is found performing the work, the STA personnel will notify the contractor of the apparent discrepancy and potential loss of payment. Based on the contractor's response, the STA personnel will take appropriate action: The DBE Liaison Officer will perform a preliminary investigation to identify any potential issues related to the DBE subcontractor performing a commercially useful function. Any substantive issues will be forwarded to the Caltrans Disadvantaged Business Enterprise Program. If the contractor fails to adequately explain why there is a discrepancy, payment for the work will be withheld and a letter will be sent to the contractor referencing the applicable specification violation and the required withholding of payment.

If the contract requires the submittal of a monthly truck document, the contractor will be required to submit documentation to the STA personnel showing the owner's name; California Highway Patrol CA number; and the DBE certification number of the owner of the truck for each truck used during that month for which DBE participation will be claimed. The trucks will be listed by California Highway Patrol CA number in the daily diary or on a separate piece of paper for documentation. The numbers are checked by inspectors regularly to confirm compliance.

Providing evidence of DBE payment is the responsibility of the contractor.

Substitution

When a DBE substitution is requested, the STA personnel will request a letter from the contractor explaining why substitution is needed. The STA personnel must review the letter to be sure names and addresses are shown, dollar values are included, and reason for the request is explained. If the STA personnel agrees to the substitution, the STA personnel will notify, in writing, the DBE subcontractor regarding the proposed substitution and procedure for written objection from the DBE subcontractor in accordance with the Subletting and Subcontracting Fair Practices Act. If the contractor is not meeting the contract goal with this substitution, the contractor must provide the required good faith effort to the STA personnel for local agency consideration.

If there is any doubt in the STA personnel's mind regarding the requested substitution, the STA personnel may contact the DLAE for assistance and direction.

Record Keeping and Final Report Utilization of Disadvantaged Business Enterprises

The contractor shall maintain records showing the name and address of each first-tier subcontractor. The records shall also show:

1. The name and business address, regardless of tier, of every DBE subcontractor, DBE vendor of materials and DBE trucking company.
2. The date of payment and the total dollar figure paid to each of the firms.
3. The DBE prime contractor shall also show the date of work performed by their own forces along with the corresponding dollar value of the work claimed toward DBE goals.

When a contract is completed the contractor will provide a summary of the records stated above. The DBE utilization information will be documented on Exhibit 17-F and will be submitted to the DLAE attached to the Report of Expenditures. The RE will compare the completed Exhibit 17-F to the contractor's completed Exhibit 15-G and, if applicable, to the completed Exhibit 16-B. The DBEs shown on the completed Exhibit 17-F should be the same as those originally listed unless an authorized substitution was allowed, or the contractor used more DBEs and they were added. The dollar amount should reflect any changes made in planned work done by the DBE. The contractor will be required to explain in writing why the names of the subcontractors, the work items or dollar figures are different from what was originally shown on the completed Exhibit 15-G when:

There have been no changes made by the STA Personnel.

The contractor has not provided a sufficient explanation in the comments section of the completed Exhibit 17-F.

The explanation will be attached to the completed Exhibit 17-F for submittal. The RE will file this in the project records.

The local agency's Liaison Officer will keep track of the DBE certification status on the Internet at **www.dot.ca.gov/hq/bep** and keep the STA Personnel informed of changes that affect the contract. The RE will require the contractor to act in accordance with existing contractual commitments regardless of decertification.

The DLAE will use the Plans, Specifications and Estimates (PS&E) checklist to monitor SOLANO TRANSPORTATION AUTHORITY's commitment to require bidders list information to be submitted to SOLANO TRANSPORTATION AUTHORITY from the awarded prime and subcontractors as a means to develop a bidders list. This monitoring will only take place if the bidders list information is required to be submitted as stipulated in the special provisions.

SOLANO TRANSPORTATION AUTHORITY will bring to the attention of the DOT through the DLAE any false, fraudulent, or dishonest conduct in connection with the program, so that DOT can take the steps (e.g., referral to the Department of Justice for criminal prosecution, referral to the DOT Inspector General, action under suspension and debarment or Program Fraud and Civil Penalties rules) provided in §26.109. SOLANO TRANSPORTATION AUTHORITY also will consider similar action under our own legal authorities, including responsibility determinations in future contracts.

XIV. Overall Goals (§26.45)

Amount of Goal

SOLANO TRANSPORTATION AUTHORITY's overall goal for the Federal fiscal year FY 2002 is the following: 12.60 % of the Federal financial assistance in FHWA-assisted contracts. This overall goal is broken down into 10.63 % race-conscious and 1.97 % race-neutral components.

Process

Starting with the Federal fiscal year 2002, the amount of overall goal, the method to calculate the goal, and the breakout of estimated race-neutral and race-conscious participation will be required annually by June 1 in advance of the Federal fiscal year beginning October 1 for FHWA-assisted contracts. Submittals will be to the Caltrans' DLAE. An exception to this will be if FTA or FAA recipients are required by FTA or FAA to submit the annual information to them or a designee by another date. FHWA recipients will follow this process:

Once the DLAE has responded with preliminary comments and the comments have been incorporated into the draft overall goal information, SOLANO TRANSPORTATION AUTHORITY will publish a notice of the proposed overall goal, informing the public that the proposed goal and its rationale are available for inspection during normal business hours at SOLANO TRANSPORTATION AUTHORITY's principal office for 30 days following the date of the notice, and informing the public that comments will be accepted on the goals for 45 days following the date of the notice. Advertisements in newspapers, minority focus media, trade publications, and websites will be the normal media to accomplish this effort. The notice will include addresses to which comments may be sent and addresses (including offices and websites) where the proposal may be reviewed.

The overall goal resubmission to the Caltrans DLAE, will include a summary of information and comments received during this public participation process and SOLANO TRANSPORTATION AUTHORITY's responses. This will be due by September 1 to the Caltrans DLAE. The DLAE will have a month to make a final review so the SOLANO TRANSPORTATION AUTHORITY may begin using the overall goal on October 1 of each year.

If there is a design build please refer to Appendix B of this Model DBE Program.

XV. Contract Goals (§26.51)

SOLANO TRANSPORTATION AUTHORITY will use contract goals to meet any portion of the overall goal SOLANO TRANSPORTATION AUTHORITY does not project being able to meet by the use of race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of the overall goal that is not projected to be met through the use of race-neutral means.

Contract goals will be established only on those DOT-assisted contracts that have subcontracting possibilities. Contract goals need not be established on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work). The contract work items will be compared with eligible DBE contractors willing to work on the project. A determination will also be made to decide which items are likely to be performed by the prime contractor and which ones are likely to be performed by the subcontractor(s). The goal will then be incorporated into the contract documents. Contract goals will be expressed as a percentage of the total amount of a DOT-assisted contract.

XVI. Transit Vehicle Manufacturers (§26.49)

If DOT-assisted contracts will include transit vehicle procurements, SOLANO TRANSPORTATION AUTHORITY will require each transit vehicle manufacturer, as a condition of being authorized to bid or propose on transit vehicle procurements, to certify that it has complied with the requirements of 49 CFR Part 26, Section 49. SOLANO TRANSPORTATION AUTHORITY will direct the transit vehicle manufacturer to the subject requirements located on the Internet at http://osdbuweb.dot.gov/programs/dbe/dbe.htm.

XVII. Good Faith Efforts (§26.53)

Information to be Submitted

SOLANO TRANSPORTATION AUTHORITY treats bidders'/offerors' compliance with good faith effort requirements as a matter of responsiveness. A responsive proposal is meeting all the requirements of the advertisement and solicitation.

Each solicitation for which a contract goal has been established will require the bidders/offerors to submit the following information to SOLANO TRANSPORTATION AUTHORITY, 333 Sunset Avenue, Suite 200, Suisun City, CA 94585 no later than 4:00 p.m. on or before the fourth day, not including Saturdays, Sundays and legal holidays, following bid opening:

1. The names and addresses of known DBE firms that will participate in the contract;
2. A description of the work that each DBE will perform:
3. The dollar amount of the participation of each DBE firm participation
4. Written and signed documentation of commitment to use a DBE subcontractor whose participation it submits to meet a contract goal;
5. Written and signed confirmation from the DBE that it is participating in the contract as provided in the prime contractor's commitment; and
6. If the contract goal is not met, evidence of good faith efforts.

Demonstration of Good Faith Efforts

The obligation of the bidder/offeror is to make good faith efforts. The bidder/offeror can demonstrate that it has done so either by meeting the contract goal or documenting good faith efforts. Examples of good faith efforts are found in Appendix A to part 26 which is attached.

The following STA Personnel are responsible for determining whether a bidder/offeror who has not met the contract goal has documented sufficient good faith efforts to be regarded as responsive Janice Sells, Program Manager

SOLANO TRANSPORTATION AUTHORITY will ensure that all information is complete and accurate and adequately documents the bidder/offeror's good faith efforts before a commitment to the performance of the contract by the bidder/offeror is made.

Administrative Reconsideration

Within 10 days of being informed by SOLANO TRANSPORTATION AUTHORITY that it is not responsive because it has not documented sufficient good faith efforts, a bidder/offeror may request administrative reconsideration. Bidder/offerors should make this request in writing to the following reconsideration official: Daryl Halls, Executive Director, SOLANO TRANSPORTATION AUTHORITY, 333 Sunset Avenue, Suite 200, Suisun City, CA 94585 (stadkhalls@mgci.comThe reconsideration official will not have played any role in the original determination that the bidder/offeror did not make document sufficient good faith efforts.

As part of this reconsideration, the bidder/offeror will have the opportunity to provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. The bidder/offeror will have the opportunity to meet in person with the reconsideration official to discuss the issue of whether it met the goal or made adequate good faith efforts to do. SOLANO TRANSPORTATION AUTHORITY will send the bidder/offeror a written decision on reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. The result of the reconsideration process is not administratively appealable to Caltrans, FHWA or the DOT.

Good Faith Efforts when a DBE is Replaced on a Contract

SOLANO TRANSPORTATION AUTHORITY will require a contractor to make good faith efforts to replace a DBE that is terminated or has otherwise failed to complete its work on a contract with another certified DBE, to the extent needed to meet the contract goal. The prime contractor is required to notify the RE immediately of the DBE's inability or unwillingness to perform and provide reasonable documentation.

In this situation, the prime contractor will be required to obtain SOLANO TRANSPORTATION AUTHORITY prior approval of the substitute DBE and to provide copies of new or amended subcontracts, or documentation of good faith efforts. If the contractor fails or refuses to comply in the time specified, SOLANO TRANSPORTATION AUTHORITY will issue an order stopping all or part of payment/work until satisfactory action has been taken. If the contractor still fails to comply, the contracting officer may issue a termination for default proceeding.

XVIII. Counting DBE Participation (§26.55)

SOLANO TRANSPORTATION AUTHORITY will count DBE participation toward overall and contract goals as provided in the contract specifications for the prime contractor, subcontractor, joint venture partner with prime or subcontractor, or vendor of material or supplies. See the Caltrans' Sample Boiler Plate Contract Documents previously mentioned. Also, refer to XI, A. "After Contract Award."

XIX. Certification (§26.83(a))

SOLANO TRANSPORTATION AUTHORITY ensures that only DBE firms currently certified on the Caltrans' directory will participate as DBEs in our program.

XX. Information Collection and Reporting

Bidders List

The SOLANO TRANSPORTATION AUTHORITY will create and maintain a bidders list, consisting of information about all DBE and non-DBE firms that bid or quote on its DOT-assisted contracts. The bidders list will include the name, address, DBE/non-DBE status, age, and annual gross receipts of firms.

Monitoring Payments to DBEs

Prime contractors are required to maintain records and documents of payments to DBEs for three years following the performance of the contract. These records will be made available for inspection upon request by any authorized representative of SOLANO TRANSPORTATION AUTHORITY, Caltrans or FHWA. This reporting requirement also extends to any certified DBE subcontractor.

Payments to DBE subcontractors will be reviewed by SOLANO TRANSPORTATION AUTHORITY to ensure that the actual amount paid to DBE subcontractors equals or exceeds the dollar amounts stated in the schedule of DBE participation.

Reporting to Caltrans

SOLANO TRANSPORTATION AUTHORITY - Final utilization of DBE participation will be reported to the DLAE using Exhibit 17-F of the Caltrans' LAPM.

Confidentiality

SOLANO TRANSPORTATION AUTHORITY will safeguard from disclosure to third parties information that may reasonably be regarded as confidential business information, consistent with Federal, state, and local laws.

_____ Date: _____

Marci Coglianese, Chair

This Disadvantaged Business Enterprises Program is accepted by:

_____ Date: _____

[Signature of DLAE]

Agenda Item VII.D
December 12, 2001

STA
Solano Transportation Authority

DATE: December 5, 2001
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director for Planning
RE: Transportation For Livable Communities (TLC)
Planning Grant Submittal For I-80/680 Concept Plan – North Connector

Background:

The Segment 1, Tier 2 report for the I-80/680/12 interchange has been underway for the past 10 months. Once the Tier 2 report is approved by the STA Board, the next major steps will be for the STA to proceed into full environmental documents to analyze the various options that have been proposed, quantify the potential environmental impacts and obtain a certified Environmental Impact Report/Statement in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Quality Act (NEPA).

At the public input meeting held on November 19, 2001, a number of issues were raised and suggestions made regarding the North Connector. Staff recommends, prior to completing a full EIR/S, an enhanced consensus building approach utilizing various facilitation techniques to elicit public input before launching into the more detailed and technical environmental studies that will be required.

Discussion:

An I-80/680/12 Concept Plan for the North Connector, similar to the award winning Jepson Parkway Concept Plan, could be a very effective way to find common ground and build support of the community. Such plans have a strong "quality of life" approach with an emphasis on such amenities as landscaping, sound walls, local traffic management, multi-modal components including bike and pedestrian safety, environmental mitigation and a variety of other benefits to the community.

MTC is currently accepting Letters of Interest for the Transportation for Livable Communities (TLC) Planning Grant Program for FY 2001-02. TLC planning grants fund the development of concept plans through community visioning processes for specific projects like streetscapes and pedestrian-, bicycle-, and transit-oriented developments. TLC planning projects typically include extensive community outreach and visioning, concept plans and drawings, construction cost estimates, and implementation plans. Once the planning phase is completed, these projects can better compete for capital funding at the regional level. Up to $75,000 is available per project. A

local match of at least 11.5% is also required but additional local match is encouraged. Therefore, a proposed $25,000 local match is recommended to increase our chances of success.

Applicants must elaborate on how the project meets the TLC planning grant criteria, particularly how stakeholders (residents, businesses, neighborhood associations, etc.) have been involved in the development of the project idea to date and how this community participation will continue throughout the proposed planning effort. Letters of interest must be received by Friday, December 14, 2001.

A draft copy of the proposed letter will be provided at the STA Board meeting.

Fiscal Impact:

Upon approval of this TLC planning grant (to be effective on or about July 1, 2002), the STA budget would be amended to include a $25,000 local match as STA's share from either the Project Development fund balance or 2000 STIP Reserve.

Recommendation:

Authorize the Chair of the STA Board to send a Letter of Interest to MTC requesting a $75,000 TLC Planning Grant to conduct a planning process and prepare the I-80/680/12 Concept Plan for the North Connector and matching it with a $25,000 local match from the STA's project development fund balance or 2000 STIP Reserve.

Agenda Item VII.E
December 12, 2001

STA
Solano Transportation Authority

DATE: December 5, 2001
TO: STA Board
FROM: Janice Sells, Program Manager/Analyst
RE: Draft 2002 Federal/State Legislative Platform

Discussion:

In preparation for the 2002 legislative session, STA staff has prepared a draft 2002 Federal/State legislative platform for review and comment by the STA TAC and Board of Directors (see attached). The platform is designed to guide the STA's legislative advocacy efforts during the forthcoming legislative year. The platform has been divided into ten policy areas that collectively cover the range of STA's transportation planning, programming, and administrative responsibilities. New language is noted in italics and language recommended for deletion is highlighted by a strike through.

Following Board review, the platform will be forwarded to STA member agencies, regional partners and members of Solano County's federal and state legislative delegation for a 30 day review and comment period. Staff recommends that the STA's Executive Committee be assigned the responsibility of identifying federal and state legislative priorities for the 2002 legislative year. These priorities will be agendized for the STA Board in January in conjunction with the adoption of STA's 2002 Legislative Platform. Staff has attached CSAC analysis of Prop 42 (provided by Vice Chair Silva)

Recommendations:

Authorize the Executive Director to distribute the draft 2002 Federal/State Legislative Platform for a 30-day review and comment period.

Solano Transportation Authority
***Draft* 2002 Federal/State Legislative Priorities and Platform**

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure

2. *Oppose efforts to reduce or divert funding from transportation projects.*

3. Support project funding for the I-80/I-680/SR 12 Interchange.

4. Support additional funding for the Jepson Parkway Project.

5. Support project funding for Vallejo Intermodal Station.

6. Support new operational funding for a third ferry boat for Vallejo.

7. Support new operational funding for additional Capitol Corridor rail service in Solano County.

8. Support additional funding for inter-city transit in Solano County.

9. *Support the passage of Proposition 42 (ACA 4) – the permanent dedication of the sales tax on gas transactions for transportation purposes (40% STIP, 40% roads, 20% transit)*

10. Support the extension of the 55% vote threshold to transportation infrastructure

LEGISLATIVE PLATFORM

I. Air Quality

1. Sponsor use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.

2. *Monitor and review approval of the final 2001 Ozone Attainment Plan by EPA.*

3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions are used to support transportation programs that provide congestion relief or benefit air quality.

4. Monitor legislation providing infrastructure for low and zero emission vehicles.

5. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.

6. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.

7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.

9. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. Americans with Disabilities Act

1. Request the Federal Transit Administration (FTA) to retain the present mobility-related definition of handicapped for transit fare reductions and not change to the Americans with Disabilities Act (ADA) definition.

III. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.

2. Support consistent and standardized monitoring of High Occupancy Vehicle (HOV) lane performance by Caltrans.

3. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.

4. Monitor legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

IV. Congestion Management

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

V. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

VI. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.

2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.

3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.

4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.

5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.

6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.

7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.

9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Monitor and react as necessary to any proposed TEA-21 mid-term corrections bill.

11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.

12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.

14. Monitor the distribution of state transportation demand management funding.

15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

VII. Liability

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

VIII. Paratransit

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

IX. Project Delivery

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report

(EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost savings to environmental clearance processes for transportation construction projects.

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

X. Rail/Ferry

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.

2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service whether state or locally administered.

3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

XI. Safety

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

XII. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2. Support an income tax credit to employers for subsidizing employee transit passes.

3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.

4. In partnership with other transit agencies seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.

5. Due to the elimination/reduction of Federal transit operating subsidies, support legislation to also eliminate or ease Federal requirements and regulations regarding transit operations.

League of California Cities
1400 K Street, 4th Floor
Sacramento, CA 95814

California State Association of Counties
1100 K Street, Suite 101
Sacramento, CA 95814

DEC - 5 RECD

Proposition 42 and the Public Benefits

History

Transportation in California is funded through several sources, but primarily through the state and federal excise taxes on gasoline and diesel, truck weight fees, optional local sales taxes, sales taxes on fuels and a variety of other miscellaneous sources. Polling shows that gasoline taxes paid by the public at the pump are considered "user fees" and the public strongly believes those revenues currently are or should be dedicated to transportation improvements. The public support for the dedication of this revenue to transportation contributed to approval by the Governor and the Legislature of AB 2928 (Chapter 91, Statutes of 2000), which dedicates the State's portion of the existing sales tax on gasoline to transportation purposes for five years. During last year's budget negotiations this dedication to transportation was deferred for two years, but agreement was reached to place before the voters a constitutional dedication of this revenue source. Proposition 42 will be on the March 2002 ballot to accomplish this objective.

Background of the Transportation Infrastructure Problem

While CSAC and the League certainly acknowledge the need to enhance investments in education and social services for the future of California, the deterioration of California's infrastructure has reached a critical point. In the 1960s California invested 20 percent of the State's General Fund on infrastructure, but that investment has declined to merely 3 percent. The State is relying on declining and insufficient revenue sources in the transportation area jeopardizing the public's investment in the State's $3 trillion transportation network. Further, cities and counties are unable to respond to demands placed on them by growing populations hampering local governments ability to respond to mobility and safety concerns associated with schools in both established and new communities. An injection of new revenue is imperative to address the estimated $118 billion needed to address California's transportation needs, including congestion relief, safety, preservation, bicycle, pedestrian, transit and rail projects.

Benefits of Proposition 42

Proposition 42, beginning in 2008-09, will provide a significant injection of new revenue for the entire transportation system. An estimated $1.4 billion annually will go towards a variety of multi-modal purposes without any negative effect on the dedicated education funding under Proposition 98. Further, the Governor and Legislature may suspend the dedication in any year should they find there will be a negative fiscal impact on the functions funded by the General Fund.

Enhancing Existing Communities—Beginning in 2008-09 cities and counties will receive 40 percent of the revenues. The monies received must be dedicated to filling potholes and repaving city streets and county roads in dire need of repair throughout many communities in the State. Investing in these projects now will save the taxpayers 4 to 5 times should these repairs be delayed.

Flexible Monies for Multi-Modal Approaches—Proposition 42 will provide significant new and flexible monies to address traffic congestion and air quality concerns. Traffic congestion is estimated to cost Californians $7.8 million per day ($2.8 billion a year) in time and excess fuel, and the vehicles sitting in traffic spew an estimated 418 tons of emissions per day. Sixty percent of Proposition 42 monies will be available for freeways, roadways, transit and rail.

Growth, Safety and Mobility—Proposition 42 will constitutionally validate the statutory actions already taken to divert these monies to transportation protecting funds committed to the Governor's Traffic Congestion Relief Plan. Monies will be available to address capacity enhancing projects necessary to accommodate California's growing population. Projects to address safety, including those needed around school sites will be eligible for Proposition 42 funds, such as projects to improve the safety of children biking and walking to school. Further, investments in mobility are critical for California's economy and the movement of people and goods.

Yes on 42

Let's get moving again!

SAFER ROADS AND TRAFFIC RELIEF
WITHOUT HIGHER TAXES

SAFER ROADS – TRAFFIC RELIEF – WITHOUT NEW TAXES

Requires the gasoline sales tax – A TAX WE ALREADY PAY AT THE PUMP – be used to improve highways, local roads and mass transit. An annual audit of Prop. 42 funds will be required to help guarantee transportation projects get delivered on time and on budget.

Improve Highway, Bridge and Street Safety

California's once safe and beautiful highways are now the third most deteriorated roadways in the nation, and growing less safe by the day. More than 6000 California bridges and overpasses are structurally deficient or no longer meet highway safety or design standards. Prop. 42 will provide desperately needed funds to help fix potholes and repair dangerous roads, highways, bridges, intersections and school routes – in every city and county in the state.

Speed Up Traffic Relief and Mass Transit Projects

Los Angeles has the most congested traffic in the country. San Francisco/Oakland is second, San Diego sixth, and Sacramento, San Jose and San Bernardino/Riverside follow close behind. **Prop. 42 guarantees gasoline sales taxes – taxes we already pay – will be used for transportation improvements.** It will help speed up the delivery of planned traffic relief projects on highways and local roads, and expand local bus and commuter services, such as VTA in San Jose, Sacramento, MUNI, Green and Blue lines in L.A., the San Diego trolley, BART, Caltrain, Capitol Corridor, Southern California's MetroLink, ACE, and the Coasters in San Diego.

Create Jobs and Stimulate the Economy

Speeding up transportation projects has the added benefit of creating thousands of new jobs in construction, engineering and related services – at a time when we need them the most. Every dollar spent on highway improvements generates about six times that amount in economic benefits.

Join California Highway Patrol Commissioner Dwight Helmick, the California Organization of Police and Sheriffs, California Taxpayers' Association, California State Automobile Association-AAA, Automobile Club of Southern California-AAA, California Transit Association, Transportation California, California Alliance for Jobs, California Taxpayer Protection Committee, California State Association of Counties, California Chamber of Commerce, labor unions, seismic safety engineers, cities and counties, local and state transportation officials, seniors, commuters, transit riders, parents and many others.

YES on PROP. 42

SAFER ROADS – TRAFFIC RELIEF – WITHOUT NEW TAXES

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111 Anza Blvd. #406 • Burlingame, CA 94010 • 650/340-0470 • Fax 650/340-1740

Prop. 42 guarantees every city and county additional funds to repair and maintain local roads. Here are just a few examples of regional transportation improvement projects awaiting completion:

Alameda
- Extending rail service to Livermore
- Widening Rte. 84 from 4 to 6 lanes from Livermore to Sunol
- Westbound truck climbing lane over Altamont Pass
- Adding train service across the Dumbarton Bridge

Contra Costa
- Extending rail service to Antioch
- Speeding up work on fourth bore for Caldecott Tunnel
- Expansion of 680/Route 4 interchange
- Improvements to State Route 4

Fresno
- Extension of Highway 180 from Highway 33 to I-5
- Improvements to Highway 99
- Traffic improvements to and widening of Herndon Avenue
- Expansion of public transit

Kern
- Widening and improving Highway 99
- Widening and improving State Route 58 in Bakersfield

Los Angeles
- Improving the San Diego Freeway (405) and the Ventura Freeway (101) interchange and travel over Sepulveda Pass
- Countywide freeway improvements including I-5, I-10, Route 14, Route 60, and U.S. 101
- Expansion of Metro Rapid Bus service
- Expansion of rail service to Pasadena, East Los Angeles and West Los Angeles
- Construction of a Busway in the San Fernando Valley along the Burbank/Chandler corridor

Marin/Sonoma
- Speeding up widening of 101
- Expansion of ferry service
- New 580/101 connecting ramps

Napa/Solano
- Widening/improving 80/680/Route 12 interchange
- Widening 680 to 6 lanes north of the Benicia Bridge
- Expansion of Route 29 from Route 12 to Solano County

Orange County
- Fixing freeway bottlenecks on the 405 from Warner to Beach Blvd., the 55 freeway, the 5 and the 91
- Expansion of MetroLink commuter rail service by doubling existing Metrolink during peak period operations and adding new service from Fullerton to Laguna Niguel
- Increasing "Bus Rapid Transit" service on Beach and Harbor Blvds.

Riverside
- Railroad grade separation on major streets
- Improving MetroLink Service
- Improvements to I-215
- Widening of I-15 from Temecula to Corona
- Construction of a new East-West corridor between Riverside and Orange County
- Interchange improvements along I-10 in Coachella Valley
- Improvement of local bus services

Sacramento
- Light rail from downtown to Sacramento International Airport
- Improvements on Hwy. 50 and I-80 east of downtown
- Widening and improvements to Highway 99
- Improvements to local roads and local bus service

San Bernardino
- Improvements to I-10
- Widening of I-215 between San Bernardino and Riverside
- Widening of I-15 in the Cajon Pass
- Expansion of MetroLink commuter rail service

San Francisco
- Improvements to Doyle Dr. approach to Golden Gate Bridge
- Speeding up extension of light rail service underground into Chinatown
- Replacement for Transbay Terminal

San Diego
- Widening of I-5 throughout the county
- Widening of I-15 from Kearney Mesa to Escondido
- Rail transit expansion and improvements

San Joaquin Valley
- Widening and improvements to Highway 99 in Stockton
- Expansion of ACE commuter rail service to Bay Area
- Expansion of public transit system

San Luis Obispo
- Widen Route 46 to four lanes from Paso Robles to Fresno

San Mateo
- Speeding up interchange improvements along 101, including Willow Road, University Avenue and Broadway
- Widening Route 92 from 4 to 6 lanes between 101 and 280
- Speeding up electrification of Caltrain from SF to Gilroy

Santa Clara
- Speeding up work on widening 101 from 6 to 8 lanes from Metcalf Road to Cochrane Road
- Widening 880 to 8 lanes from Route 237 to 101
- Speeding up construction of BART from Warm Springs to San Jose

Ventura
- Widening Route 23 between Moorpark and Thousand Oaks
- Widening 101 freeway from Johnson Drive in Ventura to Vineyard Avenue in Oxnard

Yes on 42
Let's get moving again!

SAFER ROADS AND TRAFFIC RELIEF
WITHOUT HIGHER TAXES

Support Form

I / We support Proposition 42 on the March 5, 2002 statewide ballot.

Proposition 42 will make our roads safer and reduce traffic without higher taxes by requiring the gasoline sales taxes we already pay be used to improve highways, local roads and mass transit.

You may add my/our name to your coalition list and may use it publicly.

Organization Name *Date*

Authorized Signature *Printed Name* *Title*

Mailing Address

City, State, Zip

Phone *FAX*

E-Mail Address *Organization Website*

Please give us a quote on why you or your organization supports Prop 42:
(optional)

Please FAX your completed form to Ted Green at (310) 996-2673.
THANK YOU!

11/14

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Yes on 42

Let's get moving again!

SAFER ROADS AND TRAFFIC RELIEF
WITHOUT HIGHER TAXES

A FEW REASONS WE NEED PROP. 42

California's transportation system has become overburdened and unsafe. We simply haven't kept up with the demand on our roads and mass transit systems. A lack of funds has stalled planned road maintenance, highway improvements, and bus and commuter rail service expansions. The result is traffic gridlock and a deteriorating infrastructure that costs taxpayers, motorists and businesses billions of dollars every year and jeopardizes the safety of our streets, highways, bridges and overpasses. Here are the facts...

- Federal Highway Administration data shows two-thirds (more than 6,000) of our bridges and overpasses are structurally deficient or don't meet current highway safety/design standards.

- The national study of traffic congestion conducted annually by the Texas Transportation Institute ranks *Los Angeles as the most congested area in the country, San Francisco/Oakland second, San Diego sixth with Sacramento, San Jose and San Bernardino/Riverside follow close behind.*

- U.S. Department of Transportation statistics reveal California has the third most deteriorated roads in the nation. Nearly half of our roads are in poor or mediocre condition. Only Louisiana and Missouri's roadways are in worse condition.

- California's independent Legislative Analyst's study on transportation says freeway traffic delays have more than doubled over the last ten years and *"The current level of funds for transportation falls substantially short of what is needed to ensure mobility and facilitate goods movement over the next decade."*

- The Road Information Program (TRIP), a respected transportation research institute, reports that *every state in the nation spends more per capita on its highways* than California.

- Untold *millions of tax dollars are wasted every year by delaying necessary road repairs.* TRIP calculates it costs us four times more to rebuild a road later, than to resurface it now.

- Programs to improve the safety of children biking and walking to school lack the necessary funds to complete safety improvements along school routes.

- The California Department of Transportation estimates *traffic congestion costs Californians $7.8 million per day ($2.8 billion a year)* in time and excess fuel, and the vehicles sitting in traffic *spew an estimated 418 tons of emissions per day (more than 150 million tons a year.)*

- *Traffic delays drive up shipping costs and increase delays for businesses and consumers.* According to the U.S. Department of Transportation, 85% of the $82 billion in goods delivered every year in California travels (slowly) on our highways, and that volume is expected to double in the next 20 years.

- The Auto Club of Southern California reports *84% of L.A. and Orange county freeways are classified as congested.* The average L.A. driver *wastes 120 gallons of fuel and an extra 82 hours* (the equivalent of two full working weeks) a year sitting in traffic.

- The American Highway Users Alliance estimates *unclogging the four worst freeway bottlenecks in Southern California will save motorists $26.3 billion* over the estimated 20-year life of the projects.

- Transportation California points out that travel in the state has increased 10 times faster than new lane capacity.

Prop. 42 requires the gasoline sales tax we already pay at the pump be used to improve our transportation system. Without raising taxes, Prop. 42 will provide funds to every city and county to improve highway safety, fix dangerous road and street conditions, improve safety for children biking and walking to school, fix potholes, better maintain roads, expand bus and commuter transit systems, speed up traffic relief projects and better plan for future growth.

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Yes on 42

Let's get moving again!

SAFER ROADS AND TRAFFIC RELIEF
WITHOUT HIGHER TAXES

SAMPLE RESOLUTION IN SUPPORT OF PROPOSITION 42

WHEREAS, Proposition 42 will help make our roads safer and reduce traffic without higher taxes by requiring the gasoline sales taxes we already pay be used to improve mass transit, highways and local roads; and

WHEREAS, Proposition 42 is based on the principle that taxes paid at the gas pump should be used for transportation purposes; and

WHEREAS, traffic is paralyzing travel with Los Angeles now ranked the number one most congested urban area in the country, San Francisco/Oakland second, San Diego sixth and Sacramento, San Jose and San Bernardino/Riverside following close behind; and

WHEREAS, with our neglected transportation system needing attention, California has the third worst deteriorated roads in the nation and more than 6000 of our bridges and overpasses are structurally deficient or no longer meet highway safety or design standards; and

WHEREAS, Proposition 42 will provide a stable and ongoing source of transportation funding that will make it possible to plan for our future transportation needs; and

WHEREAS, Proposition 42 will guarantee funds to every city and county to help fix potholes, repair dangerous road conditions and improve the safety of children walking or biking to school; and

WHEREAS, Proposition 42 will help speed up highway safety and traffic relief projects, and expand and improve mass transit systems; and

WHEREAS, all Proposition 42 projects will be subject to an annual audit and standard accounting practices to ensure they are delivered on time and on budget; and

WHEREAS, by speeding up transportation projects thousands of new construction and other jobs will be created, our economy will be stimulated and every dollar invested in our highways will result in almost six times that in economic benefits.

THEREFORE BE IT RESOLVED, _____ **SUPPORTS Proposition 42.**

Organization Name _____ Date _____

Authorized Signature _____ Printed Name _____ Title _____

Mailing Address _____ City, State, Zip _____

E-Mail Address _____ Organization Website _____

Please fax to (310) 996-2673. Questions about Prop 42: Call (310) 996-2671.

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SAFER ROADS AND TRAFFIC RELIEF
WITHOUT HIGHER TAXES

Who Supports Prop. 42 on the March 5, 2002 Statewide Ballot?

(as of 11/16/01)

Taxpayer Protection

California Taxpayers' Association
California Taxpayer Protection Committee
National Tax Limitation Committee *
Butte County Citizens for Better Government
Fullerton Association of Concerned Taxpayers *
Kern County Taxpayers Association
Orange County Taxpayers Association
Shasta County Taxpayers Association
Waste Watchers

Police, Fire and Public Safety

California Highway Patrol Commissioner Dwight Helmick *
California Highway Patrol Commissioner J.E. "Jim" Smith (Retired)
California State Office of Emergency Services Director Dallas Jones *
California Fire Chiefs Association *
California Organization of Police and Sheriffs (COPS)

Transportation

Automobile Club of Southern California -AAA
California State Automobile Association - AAA
California Commuters Alliance
California Association of Councils of Government
California Rebuild America Coalition *
Infrastructure Delivery Council
Rail Passenger Association of California
RAILVOTE
Metropolitan Transportation Commission (Bay Area)
Amador County Transportation Commission
Orange County Transportation Authority
Sacramento Area Council of Governments

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111 Anza Blvd. #406 • Burlingame, CA 94010 • 650/340-0470 • Fax 650/340-1740

San Joaquin Council of Governments
Santa Clara Valley Transportation Authority
Ventura County Transportation Commission

Local Government

California State Association of Counties
League of California Cities
County of Siskiyou *
County of Tuolumne
City of Brea
American Public Works Association, Sacramento Chapter
Lake County/City Area Planning Council *
Hon. Dan Donahue, Councilmember, City of Vallejo and Board Member, Solano Transportation Authority *
Hon. Julie Pierce, Mayor, City of Clayton and Commissioner, Contra Costa Transportation Authority
Chris Stampolis, Chair, Planning Commission, City of Santa Clara

Business and Labor

Associated General Contractors of California *
California Alliance for Jobs
California Business Roundtable
California Chamber of Commerce
California Conference of Carpenters
California State Council of Laborers
Consulting Engineers and Land Surveyors of California
Operating Engineers, Local Union 3 (Northern California)
State Building and Construction Trades Council of California
Transportation California
Amalgamated Transit Union, California Conference Board
American Council of Engineering Companies
Asphalt Pavement Association
California Association for Local Economic Development
California Building Industry Association *
California Business Alliance
California Business Properties Association
California Cement Promotion Council
California Dump Truck Owners Association
California Moving and Storage Association
California State Association of Electrical Workers *
Laborers International Union
Northern California District Council of Laborers

LAW OFFICES OF
NIELSEN, MERKSAMER,
PARRINELLO, MUELLER & NAYLOR, LLP
A PARTNERSHIP INCLUDING A PROFESSIONAL CORPORATION
591 REDWOOD HWY., #4000
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TELEPHONE (415)389-6800
FAX (415)388-6874

SACRAMENTO
770 L STREET, SUITE 800
SACRAMENTO, CALIFORNIA 95814
TELEPHONE (916)446-6752
FAX (916)446-6106

SAN FRANCISCO
2 EMBARCADERO CENTER, SUITE 200
SAN FRANCISCO, CALIFORNIA 94111
TELEPHONE (415)389-6800
FAX (415)388-6874

RULES FOR PUBLIC AGENCY OFFICIALS AND EMPLOYEES IN CONNECTION WITH BALLOT MEASURE CAMPAIGNS

GENERAL RULES

- State law strictly prohibits public officials and employees from participating in ballot measure campaigns during work hours, or from expending public resources for campaign purposes. (Cal. Penal Code section 424; Cal. Govt. Code section 8314; Stanson v. Mott (1976) 17 Cal.3d 206.) Public officials or employees who violate this law commit a misdemeanor, and may be personally liable to reimburse these costs.

- Public officials and employees may nevertheless provide informational material on the ballot measure to the public. The information disseminated must be **truly "informational" and not "promotional."** A court will look at the "style, tenor and timing" of the communication to determine whether it is informational or promotional. More specifically, a public agency may: (1)communicate its position supporting the measure upon inquiry from a voter; and (2) provide a spokesperson to discuss the issue in a balanced and informational manner and give its position (but not advocate passage) if requested by a voter or community group.

SPECIFIC EXAMPLES

Officials and employees of a public agency may not:

- Distribute campaign literature through the public agency's internal mail system.

- Place campaign literature on employee bulletin boards, on the public agency's web page, or elsewhere on the public agency's premises.

- Place campaign bumper stickers on public agency vehicles.

- Make public appearances regarding the ballot measure during work hours -- unless their comments are limited to communicating the fact that the public agency supports the measure and providing "balanced" information regarding the measure (rather than advocating that people vote for the measure).

- Make telephone calls regarding the campaign during work hours (they should use personal cell phones before or after work hours).

- Walk precincts, draft campaign ads, or perform other campaign-related tasks during work hours, or assign subordinates to do the same.

- Add a link from the public agency's website to a campaign website.
- Send or receive campaign-related e-mails on public agency computers (they should set up separate "hot mail" accounts).
- Urge students to vote for the measure during class (if applicable).
- Use public agency offices or classrooms for campaign meetings.
- Hold a campaign rally on the public agency premises.
- Use public agency copy machines, telephones, fax machines, computers, etc. for campaign purposes.
- Campaign while in uniform (if applicable).

Officials and employees of a public agency may:

- Work on the campaign during their personal time, including lunch hours, coffee breaks, vacations, etc., and encourage other employees to do the same.
- Wear a campaign button on public agency premises (if otherwise permitted by public agency policies).
- Make a campaign contribution to Taxpayers for Traffic Relief using personal funds, and/or attend a campaign fundraiser during their personal time.
- Make "advocacy" public appearances during their personal time.
- Respond to telephone calls or letters regarding the campaign, as long as they limit their response to confirming that the public agency has endorsed the measure and presenting balanced information.
- Have the public agency officially endorse the measure at a public meeting.

Notes:

1. Although state law permits state employees to make "incidental use" (such as local telephone calls, computers, pens and paper, etc.) of their government offices for campaigning (Govt. Code section 8314), the exception does not cover local employees. Although we have always believed that the omission of local employees was most likely a legislative oversight, we recommend that local public agency employees refrain from using any resources for campaign purposes (i.e., they should use a private cellular or pay telephone if they wish to make campaign-related telephone calls from the public agency offices on their own time).

2. If employees have a system for recording their work hours (such as a punch clock or "log in/log out" sheets), they should punch out or log out before commencing campaign work. Non-salaried employees who are not required to log in and out should make their own determination of what constitutes their personal time. If ever questioned, employees may be required to provide copies of their schedules to substantiate this determination. We therefore recommend -- especially for high-level employees who will spend a significant amount of time on the campaign -- that employees maintain some type of record to prove that they participated in the campaign only on personal time.

3. We recommend that any public official or employee who makes a public appearance advocating passage of the bond measure during their personal time state during their remarks that they are appearing as a private citizen concerned about the issue, <u>not</u> as a public official or employee.

Yes on 42

Let's get moving again!

SAFER ROADS AND TRAFFIC RELIEF
WITHOUT HIGHER TAXES

Support Form

I / We support Proposition 42 on the March 5, 2002 statewide ballot.

Proposition 42 will make our roads safer and reduce traffic without higher taxes by requiring the gasoline sales taxes we already pay be used to improve highways, local roads and mass transit.

You may add my/our name to your coalition list and may use it publicly.

Organization Name *Date*

Authorized Signature *Printed Name* *Title*

Mailing Address

City, State, Zip

Phone *FAX*

E-Mail Address *Organization Website*

Please give us a quote on why you or your organization supports Prop 42:
(optional)

Please FAX your completed form to Ted Green at (310) 996-2673.
THANK YOU!

11/14

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Authorized Signature *Printed Name* *Title*

Mailing Address

City, State, Zip

Phone *FAX*

E-Mail Address *Organization Website*

Please give us a quote on why you or your organization supports Prop 42:
(optional)

Please FAX your completed form to Ted Green at (310) 996-2673.
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STA
Solano Transportation Authority

DATE: December 5, 2001
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director for Planning
RE: Request from County of Solano for a TIP Amendment to Reprogram $85,000 of Unused TEA21 Cycle 2 Corridor Management Funds

Background:

In 1999, the STA Board approved the following Cycle 2 Corridor Management Projects:

Benicia	Park Road Bike Lane	$160,000
Fairfield	Fairfield Transportation Center Phase – 2	$835,000
Suisun City	Class 1 Path Bridge along Highway 12 at McCoy Creek	$170,000
Co. of Solano	Abernathy Road – Linear Park Bike Path Connection	$100,000
Vallejo	Sereno Bus Transfer and Park and Ride Lot	$835,000
		$2,100,000

The obligation date for these funds is September 30, 2002 with all required supporting documents due to Caltrans by August 1, 2002.

Discussion:

After the County of Solano was approved for $100,000 of TEA-21 Cycle 2 funds, they prepared preliminary designs and environmental work and spent approximately $15,000 to initiate the Abernathy Road – Linear Park Bike Path project. However, right-of-way acquisition or construction funds have yet commenced.

Since the project was initiated in 1999-00, a substantial amount of planning for the I-80/680/12 interchange has been conducted. The draft Segment 1, Tier 2 Report of that study proposes a new North Connector in the same general location as the Abernathy Bike Route. Because of the pending completion of this segment of the corridor study, any new bike routes in the vicinity of Abernathy Road, and the North Connector will have to be completely reconfigured and/or relocated as part of a new concept plan for the project area.

Therefore, because of the on-going corridor study proposals, the County of Solano has decided not to proceed with the Abernathy Road Bike Route and to allow those funds to be quickly re-

programmed to another project so the funds are not lost to the STA and its member agencies. The County does not have another CMAQ-eligible project that could qualify for these funds and is ready to go at this time.

Based on a review of the other four Corridor Management Projects that were approved at the same time, STA staff identified the Fairfield Transportation Center Phase – 2 is in the most immediate need of some additional funds to complete their project and is currently in the final design stages with construction programmed for spring of next year. To obtain approvals for the parking improvements on this former state property, Caltrans is requiring some substantial additional retaining wall improvements along the eastbound I-80 off-ramp. These costs were not known at the time the original project budget was prepared by the sponsor more than two years ago.

Therefore, STA staff recommends that this $84,859 in available federal funding be re-programmed to the Fairfield Transportation Center Phase – 2 project.

The TAC unanimously supported this recommendation on November 28, 2001.

Recommendation:

Authorize the Executive Director to submit a TIP amendment application and all supporting documentation to MTC to reprogram the $84,859 in available TEA-21 Cycle 2 Corridor Management funding from the Abernathy Road Bike Project to the Fairfield Transportation Center Phase – 2 project.

Attachment

SOLANO COUNTY
TRANSPORTATION DEPARTMENT

333 Sunset Avenue, Suite 230
Suisun City, California 94585

Telephone (707) 421-6060
Fax (707) 429-2894

John Gray, Director

Lonnie Baldwin
Administration
(707) 421-6064

Paul Wiese
Engineering
(707) 421-6072

Eben Stevens, Operations
(707) 421-6055

November 19, 2001

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

Dear Dan:

SUBJECT: Abernathy Road Bike Path

This letter is a confirmation of my verbal request to you made in September.

As you know, last year Solano County obtained $100,000 in Federal CMAQ funds from the 2nd Cycle of STP/CMAQ funding for the Abernathy Road Bike Path project. This project was intended to provide a connection between Fairfield's Linear Park bike path and Abernathy Road. We have completed the environmental clearance for the project, and obligated the right-of-way funding for the project, although right-of-way activities have not commenced. As you know, all phases of the CMAQ funding, including construction, must be obligated by September 30 of next year.

For some time, the STA has been studying future improvements to the I-80/I-680 interchange. Recent studies have included the possibility of constructing a North Connector running parallel to I-80 on the north side, and tying in to Abernathy Road. All of the alternatives being considered include a connection located where the Abernathy Road Bike Path was to have been built.

Although the STA's study is not finalized, it appears likely that some form of North Connector will be constructed. Because of this, I believe it does not make sense for Solano County to proceed with the Abernathy Road Bike Path project until the future of the North Connector is better defined. Unfortunately, the obligation deadline does not allow us to put the project on hold while this happens, or we may lose the Federal funding for the project. Therefore, I request the STA to assist with reprogramming this funding to another eligible

project in Solano County. Including right-of-way and construction, there is $84,950 in Federal funding available. I trust the STA will work with its member agencies to find an eligible project which will most benefit from this funding. Because of the funding deadline, the work to reprogram the funds should be done as soon as possible.

Thank you for your help with this. Feel free to call me at (707) 421-6072 if you have any questions, or there are any actions I should take to facilitate this reprogramming.

Sincerely,

Paul Wiese
Engineering Manager

01242.doc

Agenda Item VII.G
December 12, 2001

STA
Solano Transportation Authority

DATE: December 6, 2001
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Amended Contract with Wilbur Smith Associates Regarding the Fairfield/Vacaville Rail Station

Background:

On November 8, 2000, the STA Board originally authorized a contract amendment with Wilbur Smith Associates to provide technical assistance to advance all three of the originally proposed rail stations at Benicia, Dixon and Fairfield/Vacaville using Advanced Project Development Element Funds (ADPE) from the 2002 STIP in an amount not to exceed $250,000 during 2001-02. Because of various technical issues pertaining to the funding source, the change of scope and the eventual selection of the Fairfield/Vacaville Station in June 2001, as the next selected Capitol Corridor Train Station in Solano County, that original contract was never executed.

Instead of providing APDE funds for the proposed Benicia and Dixon stations, STA ultimately programmed $400,000 of 2002 RTIP funds to City of Dixon for constructing their Downtown Intermodal Center (Phase 2) project, and $1.225 million of 2002 RTIP funds to City of Benicia for various project development related tasks related to their Intermodal Center proposed north of Lake Herman Road. Those projects will be implemented entirely through contracts/activities conducted by the two sponsoring cities.

However, at this time there is still a significant need for additional technical work funded through these APDE funds to advance the various approvals, track improvements requirements, etc., for the Fairfield/Vacaville Train station.

On December 12, 2001, the California Transportation Commission is scheduled to approve $125,000 of APDE project development funds for the Fairfield/Vacaville Rail Station.

Discussion:

In order to be ready for the Fairfield/Vacaville station, a number of issues and requirements need to be addressed such as station platforms and track improvements. Approvals are also be needed from the Capitol Corridor (CCJPB), Amtrak and Union Pacific. In particular, the Union Pacific Railroad is known for its long and difficult processes to obtain approvals.

The City of Fairfield has retained DKS to design the new Fairfield/Vacaville Train station. They have also requested STA provide technical assistance from Wilbur Smith Associates to advance the project by determining all required rail improvements and helping them obtain the necessary agency approvals.

Different from the original authorization approved by the Board in November 2000, this contract amendment will now only be for $125,000 and will only pertain to the Fairfield/Vacaville Train Station project (see attachment). This action supercedes the previous action taken by the STA Board in November 2000.

These funds can not be used for capital purposes and are intended only for project development activities including environmental support and project approvals.

Fiscal Impact:

There will be no effect on the STA General Fund. The services will be paid from Advanced Project Development Element Funds (ADPE) from the STIP.

Recommendation:

1.) Cancel the original authorization approved by the STA Board on November 8, 2000 for a contract amendment with Wilbur Smith Associates using APDE funds for three Capitol Corridor Rail Stations; and

2.) Authorize the Executive Director to approve a Contract Amendment No. 1 of the Transit Element of the Comprehensive Transportation Plan with Wilbur Smith Associates to provide project development assistance to advance the rail station at Fairfield/Vacaville using Advanced Project Development Element Funds (ADPE) from the STIP in an amount not to exceed $125,000.

Attachment

Contract Amendment #1 (Additional Rail Station Services)
Transit Element of Solano Comprehensive Transportation Plan

This contract Amendment #1, dated December 12, 2001, is for additional services is based on the letter to STA dated September 11, 2000 from Ron Hurlbut, and e-mail dated June 26, 2001 from Ray Chong, and City of Fairfield staff requesting implementation assistance for the Fairfield/Vacaville Train Station. This amendment is based on a time and materials contract similar to the base contract for the Transit Element project. Levels of effort would be reviewed on a monthly basis in order to tailor efforts to match needs and efficiently manage project resources.

Eight work efforts will be provided:

1. Schematic site planning and support for environmental document (NEPA)
2. Railroad facilities planning
3. Access and on-site circulation planning
4. Cost estimation
5. Development of funding strategies
6. Negotiations/coordination with railroads
7. Meetings and Coordination with agencies
8. Development of marketing plans

TASK 1 SCHEMATIC SITE PLANNING AND ENVIRONMENTAL SUPPORT

This task would update the programming needs for the selected Fairfield/Vacaville site, building upon the patronage forecast updates in our base workscope. Development opportunities and constraints would be defined for the new sites including consideration of joint development. Site plans would be developed along with station concept renderings for the Fairfield/Vacaville site. Coordination and input from the Fairfield/Vacaville Planning and Development Department will be provided. Support to the City of Fairfield to complete their NEPA environmental clearance will be provided as needed.

TASK 2 RAILROAD FACILITIES PLANNING

Various important railroad issues would be addressed including needs for: station sidings, multiple passenger loading platforms, new track switches, grade crossing protection upgrades, and signal house relocations.

TASK 3 ACCESS AND ON-SITE PLANNING

Circulation needs for buses and station patron cars would be defined along with needs for pedestrians and bicyclists. Special attention would be given to track crossing needs and linkages to surrounding circulation systems.

TASK 4 COST ESTIMATION

Development costs would be estimated for the station site in terms of: site preparation and improvement costs; station buildings and station furniture costs; railroad facilities improvement costs; lighting costs; landscaping costs; signage costs; parking costs; architectural and engineering costs; etc. These would be provided at a similar level of detailed as in the 1995 Study. Estimates of operating costs and revenue potential would also be developed. Detailed coordination with the Fairfield Transportation Department and their concurrent request for proposal for the engineering and design will be made to prevent any duplication of services.

TASK 5 DEVELOPMENT OF FUNDING STRATEGY

Potential funding sources would be specifically identified for the selected station project, including timing and schedule for obtaining the funds, who controls the funds, and the strategy for pursuing the funds. Assistance would be provided for grant writing and preparation of advocacy documents such as project fact sheets or summaries for use with the funding agencies.

TASK 6 NEGOTIATIONS/COORDINATION WITH RAILROADS

A number of important right of way and operational issues exist with the railroad operators. WSA would provide technical assistance and presentations necessary to obtain railroad approvals for the selected station project. This coordination effort is seen to include Union Pacific, Amtrak, the Capitol Corridor Joint Powers Board, and the PUC.

TASK 7 MEETINGS AND COORDINATION WITH AGENCIES

In addition to the railroads, coordination and support from MTC, Caltrans, BCDC and other agencies probably will be needed to advance the project. WSA would assist STA in this effort, including gaining the incorporation of STA projects in plans and programming documents of these agencies.

TASK 8 DEVELOPMENT OF MARKETING PLANS

WSA would prepare summary marketing brochures for the station project for use promoting the project with government agencies and potential private sector development partners.

WORK EFFORT BUDGET

As noted above, it difficult to predict the amount of effort that will be required with respect to railroad and agency coordination. The other work efforts are more easily understood. A best estimate is provided, therefore, for Tasks 6 and 7.

Task 1	$ 25,000
Task 2	15,000
Task 3	5,000
Task 4	5,000
Task 5	10,000
Task 6	30,000
Task 7	15,000

Task 8		20,000
	TOTAL	$125,000

TEAM RESOURCES

In order to deal with the civil engineering/cost estimation and the site planning/architectural work efforts, WSA has expanded its Team to include the firms: Thompson & Associates and Santina & Thompson. Thompson & Associates is a Bay Area firm that specializes in station projects and was our subconsultant for the 1995 Rail Facilities Plan. WSA has worked with this firm for 20 years on a wide range of station projects. Santina & Thompson is a Bay Area firm that specializes in railroad and civil engineering projects. WSA will continue to lead the team, with Peter Martin as Project Director. Approximately $12,500 of the additional budget would be allocated to Thompson & Associates, and about $12,500 would be allocated to Santina & Thompson.

Funding for this agreement will be provided from Advanced Project Development Element (APDE) funds from the State Transportation Improvement Program (STIP) subject to allocation by the California Transportation Commission (CTC), expected on December 12, 2001. Reimbursement of this agreement is subject to all terms, conditions and requirements that the state imposes on this funding.

Except as specifically set forth in this amendment, all the terms and conditions of the Professional Services Agreement between Solano Transportation Authority and Wilbur Smith Associates dated September 1, 2000 remain in full force and effect, except that the term of the Agreement shall be extended to June 30, 2002 for the scope of work set forth herein, and the scope of work shall be amended by the above described tasks and section 2 "compensation" shall be amended to include a not to exceed amount of $125,000 for this specific scope of work.

WILBUR SMITH ASSOCIATES

By: William E. Hurrell, P.E. Date
Regional Vice President

SOLANO TRANSPORTATION AUTHORITY

By: Daryl K. Halls Date
Executive Director

Approved as to Form

by: Melinda C.H. Stewart
Deputy Agency Counsel

Agenda Item VII.H
December 12, 2001

STA
Solano Transportation Authority

DATE: December 5, 2001
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Deputy Director for Planning
RE: Designate Policy Committee for Napa Solano Passenger Rail Study

Background:

In recent years, a number of transportation projects, programs, and planning efforts impacting Solano and Napa Counties have emerged. On April 11, 2001 the STA Board appointed three members of the STA Board to serve on the STA/NCTPA Joint Subcommittee to provide input and direction on these various studies and projects. The first committee meeting was held on August 9, 2001. The next joint subcommittee is scheduled on January 17, 2002.

One of the oversight tasks of that committee will be to review the proposals of the Napa/Solano Rail Passenger study. Commitments from STA and NCTPA to fully fund that study occurred during October-November 2001 and the study is about ready to commence.

Discussion:

The STA Board Members that have been participating on the joint STA/NCTPA Subcommittee include:

Pierre Bidou, City Benicia
Dan Donahue, City of Vallejo
John Silva, County of Solano
STA Board Member (to be designated), City of Fairfield

It is proposed that the Napa/Solano Rail Passenger Study have a committee structure consisting of the following:

- **Stakeholders** (a broad group of all interested agencies, businesses, etc.)
- **Policy Steering Committee** (3 board members from STA and 3 from NCTPA)
- **Technical Advisory Committee** (staff members from STA, NCTPA and each of the three policy steering member agencies)

It is proposed that three of the same STA Board Members that serve on the joint STA/NCTPA Subcommittee also serve on the Policy Steering Committee for the Napa/Solano Rail Passenger Study. The first steering committee meeting is scheduled to occur in January approximately the same day as the STA/NCTPA Joint Committee.

Recommendation:

Designate three of the STA Board members on the Joint STA/NCTPA Subcommittee to also serve as the Policy Steering Committee for the Napa/Solano Passenger Rail Study.

Agenda Item VII.I
December 12, 2001

STA
Solano Transportation Authority

DATE: December 5, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Enhanced Planning, Programming and Monitoring Funds

Background:

Over the past year the STA has taken on significant additional responsibilities in the delivery and monitoring of priority projects on the State Highway System. These activities are generally funded with planning, programming, and monitoring funds from the State Transportation Improvement Program (STIP), normally referred to as PPM funds. In order to assume these additional responsibilities, the STA has augmented its staff and retained consultants where appropriate. Attached is a copy of the STA's organization chart. The following is a listing of the more significant project related staffing and organizational actions approved by the STA Board over the last year:

Date	STA Board Action
June 2001	Approved a full-time analyst position in the funding/project management/transit section and additional countywide traffic modeling to support the Countywide Comprehensive Transportation Plan, corridor studies and priority projects
July 2001	Approved project consultant position to support vacant Director for Project position and develop a monitoring and project management program for STIP funds
November 2001	Approved salary adjustments to the Assistant Executive Director/Director for Planning and Director for Projects positions

In addition, the STA has begun to assume the lead agency role for delivery of priority projects. This process was initiated in 1999 when the STA became the lead agency for the Jepson Parkway Concept Plan, NEPA 404 Process and the project's Environmental Impact Report/Study. In 2000/01, the STA was the lead agency for the HWY 12 Major Investment Study. In 2001, the STA became the lead agency for the Interstate 80, 680 and 780 Corridor Study and will be requesting lead agency status for the next phase of the I-80/680 Interchange

project. This will likely consist of at least three separate project study efforts. At the Board Workshop of November 29, 2001, the Board requested staff undertake a future major investment study for Highway 113. Currently, staff is working with our consultant to monitor the Highway 37 and 37/29 Projects, and the Highway 12 (Jameson Canyon) Project. STA staff is also taking an enhanced role in monitoring various SHOPP projects within Solano County.

Discussion:

In recognizing the need for local transportation agencies, such as STA, to be more involved in decision-making and delivery of transportation projects, in October 2001, Governor Gray Davis signed into law AB 608 (Chapter 815). This bill enables local transportation agencies to increase the amount of STIP funds requested for planning, programming, and monitoring (PPM) from ½ to 1 % of their regional improvement funds.

The STA recently adopted its $30 million 2002 STIP program that included using the ½ % of its County Share (RTIP). With the passage of AB 608, the STA is eligible to utilize up to $300,000, for this two-year STIP cycle beginning with FY2002/03 or in other words, an increase of approximately $75,000 per year. In addition, MTC has recently indicated to staff that this bill is retroactive and that the STA is eligible to utilize up to $286,000 immediately in fiscal year 2000/1. Staff is recommending the STA Board program 50%, or $143,000 of the eligible funds at this time to accomplish the following: 1) provide financial flexibility with respect to completing the activities mentioned in the Background Section above; and 2) to fund the project management activities for the I-80/I-680/I-780 Corridor Study. The STA has $143,000 available in 2000 STIP reserves available to be programmed for PPM activities as specified by AB 608. This additional funding will enable the STA to fully fund its project and monitoring staffing needs and continue to provide the additional consultant support currently be used to monitor STIP funds and projects, and provide transit funding and coordination support.

With Board approval, staff will plan to review the overall financial plan for the STA for planning, programming and project delivery, utilizing enhanced PPM funds, as part of the development of STA's two-year budget next fiscal year.

In order to proceed, the STA will be required to process a STIP amendment (generally a 2 month process) that would program a portion of STIP Reserve Funds. Board approval of this item this month will enable staff to agendize the request for the California Transportation Commission approval in January or February 2002. This would enable the STA to access the funds later this fiscal year.

Fiscal Impact:

A total of $143,000 in 2002 STIP funds is recommended to be programmed for PPM activities in 2000/01. A total of 1% of 2002 STIP funds ($300,000 total and $150,000 per year) is recommended for PPM activities in 2001/02 and 2002/03.

Recommendation:

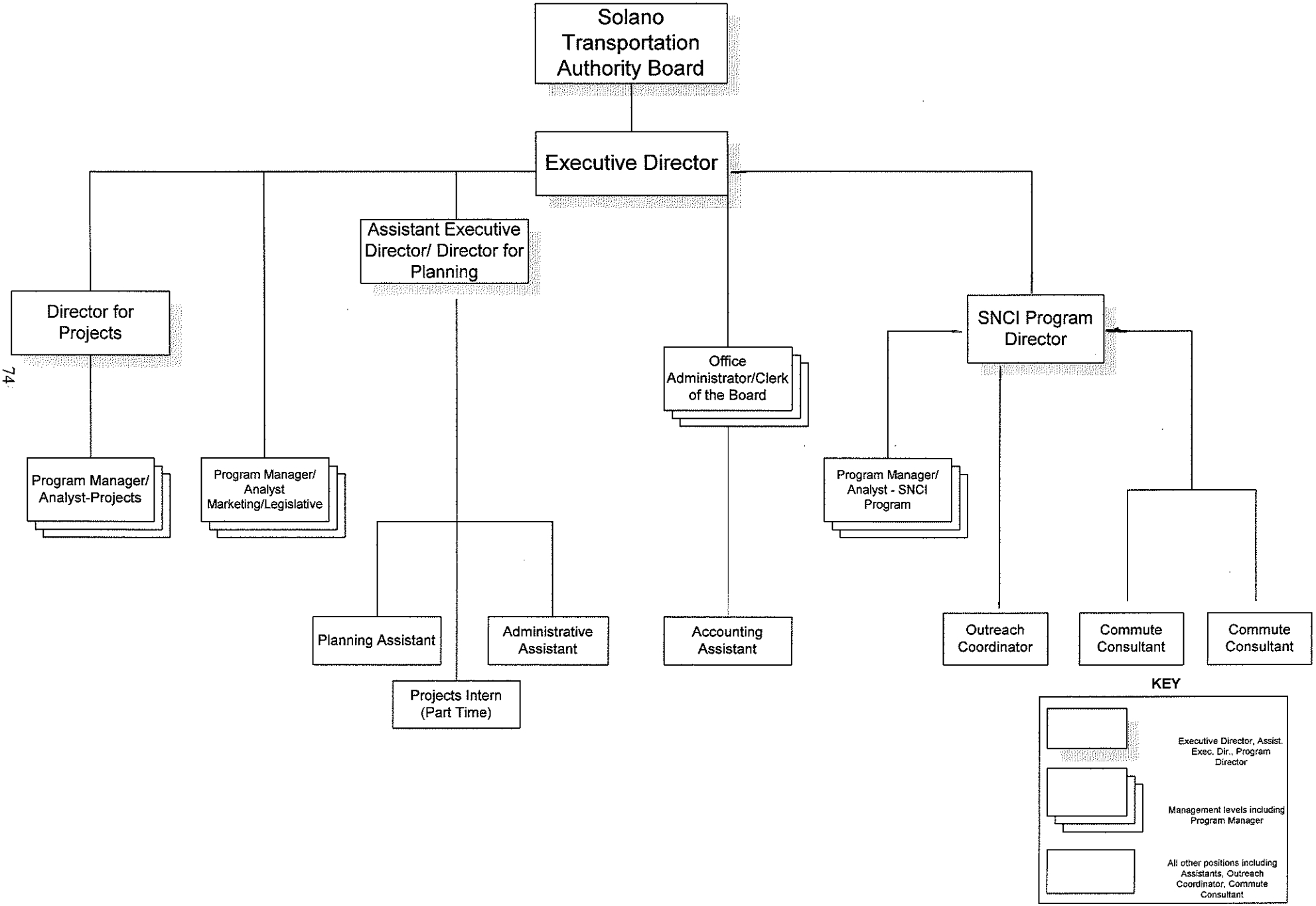
Approve the following:

1. Authorize the Executive Director to program an additional $143,000 in PPM funds in fiscal year 2000/01 from 2000 STIP reserves

2. Authorize the Executive Director to program 1% of 2002 STIP funds for PPM activities as part of the STA's 2002/03 and 2001/02 Fiscal Year budget.

Attachment

Solano Transportation Authority
Draft Organizational Chart - FY 2001-02
December 7, 2001



Agenda Item VII.J
December 12, 2001

STA
Solano Transportation Authority

DATE: December 6, 2001
TO: STA Board
FROM: Dan Christians, Assistant Executive Director/Director of Planning
RE: Walters Road Project

Background:
The Walters Road Widening Project, located in the City of Suisun City, is one of ten segments of the Jepson Parkway project. Walters Road is the primary access route to Travis Air Force Base from State Route 12, and this project will widen a 0.8-mile section of two-lane road to match the four-lane section on the remainder of Walters Road. This gap closure project will also provide a frontage road that will improve safety for approximately 30 residential parcels whose driveways currently access directly onto Walters Road.

Discussion:
The Walters Road Project is funded by a combination of local, state and federal funds. Federal funds were initially provided as an earmark in TEA-21 legislation in 1998. State funds were subsequently programmed in the 2000 and 2002 STIP cycles.

The City of Suisun City completed an Environmental Impact Report (EIR) for the project in 1996. Because federal funds were programmed for the project in 1998, the City needed to complete federal environmental documents before proceeding to construction. This process was initiated in September 1999 with a field review meeting. An Administrative Draft of the Natural Environment Study (NES) was submitted to Caltrans in the summer of 2000. A Draft NES was submitted in the fall of 2000, incorporating additional information and responses to Caltrans' comments. The Federal Highway Administration indicated, at a meeting in October 2000, that they would need a "No Effect" letter from the U.S. Fish & Wildlife Service before processing the federal environmental documents. At a meeting in February 2001, Service staff indicated no problems with issuing a "No Effect" letter. The Service staff involved in the initial review of the NES documents left the agency, however, before a letter could be issued. After numerous phone calls, Caltrans sent a letter in September 2001 requesting that the Service issue the "No Effect" letter. The enclosed draft letter from the STA to the Service requests that action be taken on the past requests to issue a "No Effect" letter.

Fiscal Impact:

None to the STA budget.