STA

Solano Transportation Authority

Board Meeting
July 14, 1999

Regular Meeting
6:00 p.m.

Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

MEETING NOTICE

July 14, 1999
STA Board Meeting
333 Sunset Avenue, Suite 230
Suisun City, CA

6:00 p.m.

MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY
Delivering transportation projects to ensure mobility, travel safety, economic vitality, and quality of life in Solano.

ITEMS		BOARD/STAFF PERSON
I.	**CALL TO ORDER - CONFIRM QUORUM**	Chair Slade
II.	**APPROVAL OF AGENDA**	
III.	**OPPORTUNITY FOR PUBLIC COMMENTS**	
IV.	**EXECUTIVE DIRECTOR'S REPORT**	Daryl K. Halls
V.	**COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC**	
VI.	**CONSENT AGENDA (Any consent item can be pulled for discussion)**	
A.	**Minutes of Meeting of June 9, 1999** *Recommendation: Approve minutes of the STA Board meeting of June 9, 1999* – Page 29	Dan Christians
B.	**Draft Minutes of June 30, 1999 TAC meeting** *Recommendation: Review draft minutes of the June 30, 1999 TAC meeting*– Page 35	Dan Christians
C.	**City of Vallejo Request for TIP Amendment** *Recommendation: Approve TIP amendment request of the City of Vallejo to reprogram $51,717 of STP Cycle 2 funds to the STP Cycle 3 Tennessee Street overlay project (SOL970138) and forward to MTC for final approval.* – Page 41	Dan Christians
D.	**City of Benicia Request for TIP Amendment.** *Recommendation: Approve the TIP amendment request of the City of Benicia to reprogram $317,000 of Cycle 3 funds to the City of Vallejo for the rehabilitation of three buses and forward to MTC for final approval* – Page 43	Matt Todd

E. **City of Vacaville Request for TIP Amendment** — Dan Christians

Recommendation: Approve an administrative TIP amendment request of City of Vacaville to reprogram $70,000 of STP Cycle 3 funds originally programmed for the Leisure Town Road (b) overlay project (SOL970052) to the Leisure Town Road (a) overlay project (SOL970051) and forward to MTC for final approval. – Page 49

F. **Letter to Caltrans Supporting Solano Bikeway** — Dan Christians

Recommendation: Approve letter to Caltrans District 4 supporting issuance of all necessary permits to construct the Solano Bikeway located in City of Vallejo on the east side of I-80 between Columbus Parkway and Hiddenbrooke Parkway – Page 55

G. **Adjustments to 1998-99 STA Budget and Incorporate Priority Projects Into 1999-00 STA Budget** — Dan Christians

Recommendation Approve final adjustments to 1998-99 STA budget and incorporate approved priority projects into 1999-00 STA budget – Page 57

H. **1999-00 Bike Implementation Services Contract with ALTA Consulting** — Dan Christians

Recommendation: Approve 1999-00 bike implementation services contract with ALTA Consulting not to exceed $20,000 –Page 59

I. **STA TDA/STAF Claim for 1999-00** — Matt Todd

Recommendation: Approve STA TDA/STAF claim for 1999-00 planning and administration, Solano Paratransit and SolanoLinks marketing activities– Page 61

J. **Cancel August STA Board Meeting** — Daryl K. Halls

Recommendation: Approve the cancellation of the August STA Board meeting
- Page 77

K. **Letter of Support for Vallejo Regional TFCA Application** — Dan Christians

Recommendation: Approve letter of support for City of Vallejo application for Regional TFCA funds for the purchase of the Mare Island Electric Shuttle Bus– Page 79

L. **Paratransit Coordinating Council (PCC) Goals For 1999** — Matt Todd

Recommendation: Approve the goals approved by the PCC
- Page 81

VII. ACTION ITEMS: FINANCIAL

A. 1999 Solano Transportation Enhancements Program — Dan Christians
Recommendation: *Adopt resolution approving list of proposed projects for the 1999 Solano Transportation Enhancements Program and forward to MTC for incorporation into the TIP* – Page 83

B. Budget for Recruitment of Deputy Director of Projects — Daryl K. Halls
Recommendation: *Approve funding from 1999-00 contingency budget for recruitment process for Deputy Director of Projects* – Page 87

C. Budget for STA Legal Counsel — Daryl K. Halls
Recommendation: *Approve funding from 1999-00 operations budget for STA Legal Counsel at STA Board meetings* – Page 89

D. Contract for 1999-00 SolanoLinks Marketing Program — Dan Christians
Recommendation: *Authorize the Executive Director to enter into consultant contract with Underground Advertising of San Francisco for the 1999-00 SolanoLinks marketing program not to exceed $88,000* – Page 91

E. CMAQ Match Reserve Projects in STIP Program — Matt Todd
Recommendation: *Approve CMAQ match reserve projects in STIP program* – Page 93

VIII. ACTION ITEMS: NON-FINANCIAL

A. STA Legal Counsel Report on Brown Act — Chuck Lamoree
Recommendation: *Approve recommendations by STA Legal Counsel on Brown Act provisions for Executive Committee* – Page 97

B. Draft 1999 Solano Congestion Management Program — Dan Christians
Recommendation: *Approve Draft 1999 Solano Congestion Management Program and circulate for input* – Page 107

C. LEGISLATION – Page 163

1. **AB 872 (Alquist) to Streamline STIP Process** — Dan Christians
Recommendation: *Support AB 872 (Alquist) to streamline and improve the STIP process* – Page 165

2. **SCA3 (Burton) Relating to Transportation Funding** — Daryl K. Halls
Recommendation: Support SCA3 (Burton) to add a new section relating to State Constitution relating to transportation funding – Page 173

3. **U.S.S. 1143 (Shelby R – Alabama) to Reduce Transit Funding** — Matt Todd
Recommendation: Oppose U.S.S. 1143 (Shelby R – Alabama) that would reduce the amount of funding received in California for transit purposes – Page 181

D. **Support for Solano Commuter Information Program** — Matt Todd
Recommendation: Approve Resolution and letter of support for Solano Commuter Information program to continue serving Solano Commuters as part of MTC's Regional Rideshare Program – Page 185

E. **1999 Awards Ceremony** — Chair Slade
Recommendation: Approve 1999 Awards Ceremony categories and appoint subcommittee – Page 189

F. **Naming of the Benicia-Martinez Bridge** — Daryl K. Halls
Recommendation: Consider efforts to name the bridge after the current Congressman George Miller III – Page 191

IX. FUNDING OPPORTUNITIES

A. **BAAQMD Clean Air Vehicle Incentive Program (VIP)** — Dan Christians
Deadline: August 1, 1999 – Page 195

B. **Transportation for Livable Communities (TLC) Program** — Dan Christians
Deadline: September 1, 1999 – Page 197

C. **California Department of Parks and Recreation/Recreational Trails Program** — Dan Christians
Deadline: October 1, 1999 – Page 199

D. **California Department of Parks and Recreation Habitat Conservation Fund Program** — Dan Christians
Deadline: October 1, 1999 – Page 201

X. INFORMATION ITEMS: NO ACTION NECESSARY

A. **Board Members Comments**

B. **Adjournment**

(Next meeting: September 8, 1999 – No Board meeting scheduled for August)

Solano Transportation Authority

333 Sunset Avenue, Suite 200
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Agenda Item IV
July 14, 1999

MEMORANDUM

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

DATE: July 7, 1999
TO: STA Board
FROM: Daryl K. Halls
RE: EXECUTIVE DIRECTOR"S REPORT

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.

Jepson Parkway Concept Plan (Reliever Route): Individual meetings with the four agencies located along the route are being scheduled to ensure that the details for each segment of the route are accurate and to provide an opportunity for more detailed discussions pertaining to the amenity package and land use opportunities. An important objective of each meeting will be to work with all four jurisdictions to develop an outreach/communication strategy specific to their community. A meeting has been scheduled for Fairfield on July 15, 1999. The remaining three meetings will be scheduled in late July and early August.

Project Monitoring: A comprehensive list of all Solano County transportation projects being monitored by the STA has been attached for your information. The list was requested by the STA TAC and is divided by the source of funds. This list was developed by the recently departed Michelle Brubaker in preparation for the STA to develop a more formalized project monitoring program. Staff is currently working with the STA TAC to further develop and refine this monitoring program prior to returning to the STA Board for review. There are a total of 161 projects included on this initial list with an estimated total project funding of $253 million.

*** Recruitment for Deputy Director of Projects:** I have placed an item on your agenda requesting $12,000 in funding be allocated from the STA's contingency budget for the recruitment of the position of Deputy Director of Projects (item VII.A.). At the suggestion of the Executive Committee, I contacted the Personnel Departments from two of our member agencies (Fairfield and Vacaville) and two recruitment firms (David Griffith & Associates and John Shannon Associates) and requested estimates to conduct the recruitment for this vital STA position. A number of the important funding cycles for STA's priority projects begin in the September/October 1999 timeframe. If the STA begins the process this month, the earliest I would anticipate having a replacement on board would be October 1, 1999. The staff report for this item outlines several recruitment options and the related cost and benefits of each approach. It is imperative that the recruitment for this position begin immediately to limit the potential delay in the STA's timely delivery of projects and continued proactive approach to taking advantage of funding opportunities.

TLC workshop held at STA: The STA and MTC co-hosted a Transportation for Livable Communities workshop on July 6, 1999. STA and MTC Board member Jim Spering kicked off the event. MTC highlighted several successfully funded TLC projects throughout the region. Board alternates Don Erickson (Dixon) and Fred Harris (Rio Vista) were also in attendance. Staff from seven of the STA's eight member agencies attended the meeting. The next cycle of planning projects must be submitted by September 1, 1999. Applications for the next round of capital projects will be released in Oct/Nov of 1999.

* **Legal Issues:** The STA's legal counsel (Vacaville's Chuck Lamoree and Melinda Stewart) is scheduled to provide a report pertaining to the Brown Act requirements for the STA's Executive Committee. I have placed an additional item on the agenda requesting approval of additional funding from the STA's operating budget to ensure participation by STA's legal counsel at STA Board meetings.

* **Legislation:** On July 6, 1999, I attended a meeting regarding SCA 3 called by John Burton, President Pro tem of the Senate. Representatives from over 30 transportation agencies across California were in attendance. SCA 3 is scheduled for hearing on the Senate floor on either Thursday, July 8th or Monday, July 12th. The Senator feels that he has the necessary 27 votes (2/3 majority of the 40 member Senate) for passage. Passage in the Senate is less certain. I have placed this bill on the agenda for your consideration (see agenda item VIII.C.1). The author (Burton) is targeting the November 2000 election for this ballot measure, assuming passage in the State Legislature. Staff has included analysis of two additional legislative items for your consideration. Based upon the STA Board's subsequent action, staff will develop a legislative matrix incorporating the current legislation the STA is monitoring. The STA's position letter on SB 428 (Perata) is attached.

Transportation Steering Committee: In preparation for the reconvening of the Transportation Steering Committee, I have met with Mary McCarthy (SEDCORP) and will be scheduling meetings with the STA's representatives. The potential passage of SCA 3 would necessitate the STA's development and adoption of a countywide transportation expenditure plan by March/April 2000.

Attachments
Priority project status report, list of all Solano County projects being monitored by the STA, key correspondence and newspaper clippings.

STA Project Development Fund
1998-99 Priority Projects - Status Report
(listed in alphabetical order)

Project Lead Agency	Alloted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	-Groundbreaking for grading at southern approach of Benicia Bridge Project scheduled for 7/8/99 -Redesigned interchange approved for Benicia Bridge -BCDC approved construction permit for Carquinez Bridge 11/98
Capitol Corridor CCJPB, STA	$5,000	*	$3,400	-6th roundtrip began 2/21/99 -Negotiations ongoing with landowner for parking improvements at Suisun/Fairfield
Electric Vehicles STA	$5,000	*	$0	-STA has an electric vehicle on loan for a month period -Electric vehicle infrastructure network grant application submitted on May 14, 5 stations expected to be approved
Federal Lobbyist *** STA	$13,000	*	$4,500	-Received a $1 million bus purchase appropriation -Earmarks received for the Reliever Route for $14.4 million and Wilson Ave for $.75 million in the TEA 21 legislation
Highway 12 Improvements Caltrans, Rio Vista, STA, Suisun City	*	*	*	-Highway 12 Study approved for funding -CTC approved $33.3 million for shoulder widening and vertical curve corrections in the 1998 SHOPP -Construction to extend 4 passing lanes scheduled to start in the year 2000
Highway 37 Project Caltrans, STA, Vallejo	*	*	*	-In 12/98, Caltrans reported a $11.6 million shortfall. Caltrans and STA have proposed to fund with combination of regional and discretionary (IIP) STIP funds, expect CTC approval in July
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-CTC approved $6.9 million to fully fund the project in the 98 STIP
I-80 Reliever Route - Corridor Concept Plan STA	$15,000	$35,000	$0	-Phase 2 community meeting held 5/10/99 in Vacaville -MTC approved $30,000 for Phase 2 plan -Phase 1 complete
I-80 Reliever Route - Implementation * STA	$27,000	*	$25,200	-EIS/R and basemapping contracts have commenced -Leisure Town Road extension opened -Grandy and Associates providing support services for the project
Intercity Transit Plan - Implementation STA	*	*	*	-Spring marketing campaign began May 2, including newspaper insert, radio spots and transit brochures for Marine World and Benicia Transit -Updated brochure and route ads have been completed
Mare Island Access Study Vallejo	$10,000	*	$0	-Contractor selected (Korve) in 3/99, contract approved by Vallejo City Council 6/99
Miscellaneous Project Development ****	$0	*	$0	-For assistance in completing grant applications and leveraging funds for project development
Red Top Slide/McGary Road Fairfield, STA	*	*	*	-Assist Caltrans and Fairfield with funding requests for the necessary repairs to the area
Solano Bike Route Plan - Implementation **** STA	$19,971	$8,700	$19,971	-3rd printing of BikeLinks map completed -Old Davis Road bike lanes recently constructed
Solano Bikeway (along I-80 in Vallejo) Vallejo	$10,000	*	$9,564	-Final plans completed and submitted to Caltrans District 4 -Vallejo opened bids on June 24, low bid of $789,000
Solano Transportation Plan - Implementation STA	$10,000	*	$10,000	-Advisory Measure F passed overwhelmingly on 11/3/98 -Plan has been distributed
Traffic Safety Project Study STA	$25,000	*	$25,000	-Safety Projects programmed with TEA-21 funds -Solano Travel Safety Plan approved 12/98
Vacaville CNG Facility Vacaville	*	*	*	-Design process initiated -Funds transferred to FTA and STA approved $58,000 STAF local match
TOTAL	$139,971	$43,700	$97,635	
	$183,671			

* No funds allotted at this time

** Initially budgeted at $15,000. In July, Board moved $12,000 to I-80 Reliever Route Implementation(I-80 RRI). In May, moved an additional $3,000 to I -80 RRI.

*** Initially budgeted at $12,000. In November, additional $10,000 to a total of $22,000 approved. In May, additional $5,000 to a total of $27,000 approved.

**** Initially budgeted at $15,000. In November, Board approved additional $4,971 for a total of $19,971.

***** Initially budgeted at $15,000. In May, Board approved moving $2,000 to I-80 Reliever Route Implementation

TEA 21 - 75% Program

7/8/99 All costs are in thousands of dollars.

TIP I.D. NUMBER (If applicable)	Sponsor	Project Description	Fed. Funds Request	Local Match	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
n/a	Various Solano County Jurisdictions	Safety reserve to be programmed after 25% Funds project selection is complete	$ 594.0	$ 168.0	n/a	$ 762.0	STP	98/99 and 99/00	Various	September 30, 2001		See list of safety reserve projects
TBD	Benicia	Replace 3 - 1985 Buses	$ 730.2	$ 94.8	n/a	$ 825.0	STP	00/01	Transit	September 30, 2001		TIP Amend. 99-10
TBD	Benicia	Military East overlay from East Second to East Fifth Street	$ 258.5	$ 41.5	n/a	$ 300.0	STP	99/00	Roadway	September 30, 2001		TIP Amend. 99-10
TBD	Dixon	North Adams St. overlay from E St. to H St.	$ 53.1	$ 6.9	n/a	$ 60.0	STP	99/00	Roadway	September 30, 2001		TIP Amend. 99-10
TBD	Dixon	Porter Rd. overlay from West A St. to southern Dixon city limits	$ 97.4	$ 12.6	n/a	$ 110.0	STP	99/00	Roadway	September 30, 2001		TIP Amend. 99-10
TBD	Fairfield	Pennsylvania Ave. pavement rehabilitation between Travis Boulevard and Gateway Blvd.	$ 550.0	$ 287.0	n/a	$ 837.0	STP	99/00	Roadway	September 30, 2001		TIP Amend. 99-10
TBD	Fairfield/Suisun	Replace 4 - 1985 Buses	$ 973.6	$ 126.4	n/a	$ 1,100.0	STP	99/00	Transit	September 30, 2001		TIP Amend. 99-10
TBD	Fairfield/Suisun	Replace 1985 Bus	$ 243.4	$ 31.6	n/a	$ 275.0	STP	99/00	Transit	September 30, 2001		TIP Amend. 99-10
TBD	Rio Vista	Main Street pavement rehabilitation from Highway 12 to east of Front St. (City Hall)	$ 158.0	$ 21.0	n/a	$ 179.0	STP	99/00	Roadway	September 30, 2001		TIP Amend. 99-10
TBD	Solano County	Benicia Road rehabilitation from Home Acres Avenue to the Vallejo city limits at the Carquinez Cemetery	$ 305.0	$ 40.0	n/a	$ 345.0	STP	00/01	Roadway	September 30, 2001		TIP Amendment 99-10 and TIP Amendment 99-__
TBD	Suisun City	Railroad Avenue rehabilitation from Sunset to East Tabor Avenue (a)	$ 200.0	$ 26.0	n/a	$ 226.0	STP	99/00	Roadway	September 30, 2001		TIP Amend. 99-10
TBD	Vacaville	Peabody Rd. rehabilitation from Elmira Rd. to Beelard Dr.	$ 474.4	$ 61.6	n/a	$ 536.0	STP	99/00	Roadway	September 30, 2001		TIP Amend. 99-10
TBD	Vallejo	Fairgrounds Drive overlay from Gateway to Vallejo city limits	$ 424.0	$ 55.0	n/a	$ 479.0	STP	99/00	Roadway	September 30, 2001		TIP Amend. 99-10
TBD	Vallejo	Ferry maintenance facility rehab (fueling tanks)	$ 177.0	$ 23.0	n/a	$ 200.0	CMAQ	98/99	Transit	September 30, 2001		TIP Amend. 99-10. Local funds are bridge toll money.
TBD	Vallejo	Rehabilitate 5 Buses	$ 531.0	$ 69.0	n/a	$ 600.0	STP	98/99	Transit	September 30, 2001		TIP Amend. 99-10
TBD	Vallejo	Rehabilitate bus maintenance facility	$ 221.2	$ 28.8	n/a	$ 250.0	STP	98/99	Transit	September 30, 2001		TIP Amend. 99-10
TBD	Vallejo	Rehabilitation of ferry maintenance facility (maintenance dock)	$ 71.2	$ 178.8	n/a	$ 250.0	STP	98/99	Transit	September 30, 2001		TIP Amend. 99-10
TOTAL			$ 6,062.0	$ 1,272.0		$ 7,334.0				100%		

Special Provisions: Funds may be obligated after TIP amendment 99-10 is approved. See MTC homepage (www.mtc.ca.gov) under "Projects, TIP" for the status of this TIP amendment. The project with STIP-CMAQ match funds for the local match may have an earlier deadline to obligate funds.

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TEA 21 - 75% Program Safety Reserve Projects

7/8/99 All costs are in thousands of dollars.

TIP I.D. NUMBER (If applicable)	Sponsor	Project Description	STP/CMAQ Funds (88.53%)	Local Match (11.47%)	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
TBD	Benicia	Lighted Crosswalk at Military West	$ 26.0	$ 4.0	n/a	$ 30.0	STP	1999-00	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Dixon	Lighted Crosswalk at Pitt School Road	$ 26.0	$ 4.0	n/a	$ 30.0	STP	1999-00	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Dixon	Crosswalk signage replacement - various	$ 13.0	$ 2.0	n/a	$ 15.0	STP	1999-00	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Dixon	Disabled access ramps in downtown Dixon - various	$ 26.0	$ 4.0	n/a	$ 30.0	STP	2000-01	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Fairfield	Lighted Crosswalk at Waterman	$ 26.0	$ 4.0	n/a	$ 30.0	STP	1999-00	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Rio Vista	Lighted Crosswalk at Gardner Way	$ 26.0	$ 4.0	n/a	$ 30.0	STP	1999-00	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Rio Vista	Highway 12 and Church Road - right turn lane	$ 35.0	$ 5.0	n/a	$ 40.0	STP	1999-00	Right turn lane	September 30, 2001		TIP Amend. 99-10
TBD	Rio Vista	Highway 12 and Amerada Road - right turn lane	$ 35.0	$ 5.0	n/a	$ 40.0	STP	1999-00	Right turn lane	September 30, 2001		TIP Amend. 99-10
TBD	Solano Co.	Disabled access ramps in Vallejo - various	$ 26.0	$ 4.0	n/a	$ 30.0	STP	1999-00	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Suisun City	Lighted Crosswalk at Main St./Amtrak	$ 26.0	$ 4.0	n/a	$ 30.0	STP	1999-00	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Suisun City	Highway 12 median improvements at 4 intersections between Marina and Walters Road	$ 17.0	$ 3.0	n/a	$ 20.0	STP	1999-00	Median Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Suisun City	Striping and centerline work for bike lanes -- several locations	$ 35.0	$ 5.0	n/a	$ 40.0	STP	1999-00	Bike Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Vacaville	Lighted Crosswalk, Eubanks	$ 26.0	$ 4.0	n/a	$ 30.0	STP	1999-00	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Vacaville	I-80 Reliever Route at Elmira and Leisure Town Road - new traffic signal	$ 133.0	$ 17.0	n/a	$ 150.0	STP	1999-00	Traffic Signal	September 30, 2001		TIP Amend. 99-10
TBD	Vacaville	Cross walk signage	$ 8.0	$ 2.0	n/a	$ 10.0	STP	1999-00	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Vallejo	Lighted Crosswalk at Sereno	$ 26.0	$ 4.0	n/a	$ 30.0	STP	1999-00	Ped. Imp.	September 30, 2001		TIP Amend. 99-10
TBD	Vallejo	New traffic signal at Sonoma and Carolina	$ 84.0	$ 93.0	n/a	$ 177.0	STP	1999-00	Traffic Signal	September 30, 2001		TIP Amend. 99-10
TOTAL			$ 594.0	$ 168.0		$ 762.0						

Special Provisions: Funds may be obligated after TIP amendment 99-10 is approved. See MTC homepage (www.mtc.ca.gov) under "Projects, TIP" for the status of this TIP amendment.

TEA 21 - 25% Program

7/8/99 All costs are in thousands of dollars.

TIP I.D. NUMBER (If applicable)	Sponsor	Project Description	Fed. Funds Request (88.53%)	Local Match (11.47%)	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
TBD	Benicia	Install new traffic signal at intersection of East Second Street and the I-780 off ramp; safety project	$ 146.1	$ 18.9	n/a	$ 165.0	STP	1999-00	East Second Street Signal	September 30, 2001		TIP Amendment 99-10
TBD	Fairfield	Interconnect signals along North Texas	$ 354.0	$ 46.0	n/a	$ 400.0	CMAQ	1998-99	Signal Interconnect	September 30, 2001		TIP Amendment 99-10
TBD	Fairfield	New Park-n-Ride Lot at I-680 and Gold Hill Road in Cordelia	$ 1,593.5	$ 206.5	n/a	$ 1,800.0	CMAQ	1999-00	Park-n-Ride Lot	September 30, 2001		TIP Amendment 99-10. Local match proposed to be STIP-CMAQ Match, which may have an earlier obligation deadline.
TBD	Suisun City	Class I path along Highway 12 from Sunset to Walters	$ 177.0	$ 23.0	n/a	$ 200.0	CMAQ	1999-00	Bike Lane Improvements	September 30, 2001		TIP Amendment 99-10
TBD	Suisun City	Class 1 path along Highway 12 from Village Dr. to Amtrak Station	$ 133.0	$ 17.0	n/a	$ 150.0	CMAQ	1999-00	Bike Lane Improvements	September 30, 2001		TIP Amendment 99-10
TBD	Vallejo	Construct a left turn improvement at SR 29 in Vallejo	$ 22.0	$ 3.0	n/a	$ 25.0	STP	1999-00	Geometric Improvements	September 30, 2001		TIP Amendment 99-10
TOTAL			$ 2,425.6	$ 314.4		$ 2,740.0						

Special Provisions: Funds may be obligated after TIP amendment 99-10 is approved. See MTC homepage (www.mtc.ca.gov) under "Projects, TIP" for the status of this TIP amendment.

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Solano Transportation Fund for Clean Air (TFCA)

7/8/99

TIP I.D. NUMBER (If applicable)	Sponsor	Project Description	TFCA Funds Request	Local Match	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
Not applicable	Benicia	Southampton Feeder Bus	$ 29,600		n/a	$ 29,600	Solano TFCA	1999-00	Air Quality	October 1, 2001		
Not applicable	Solano Community College	Electric Police Bikes	$ 12,216		n/a	$ 12,216	Solano TFCA	1999-00	Air Quality	October 1, 2001		
Not applicable	Solano County (SCI)	Enhanced Vanpool Services	$ 40,000		n/a	$ 40,000	Solano TFCA	1999-00	Air Quality	October 1, 2001		
Not applicable	Solano County (SCI)	Integrated Transit Service	$ 35,000		n/a	$ 35,000	Solano TFCA	1999-00	Air Quality	October 1, 2001		
Not applicable	Solano County	Green Valley Bike Route	$ 42,000		n/a	$ 42,000	Solano TFCA	1999-00	Air Quality	October 1, 2001		
Not applicable	STA	Citylink Route 30	$ 5,000		n/a	$ 5,000	Solano TFCA	1999-00	Air Quality	October 1, 2001		
Not applicable	STA	Solano Electric Vehicle Infra.	$ 30,000		n/a	$ 30,000	Solano TFCA	1999-00	Air Quality	October 1, 2001		
Not applicable	Vallejo Police Dept.	Police Bikes	$ 8,500		n/a	$ 8,500	Solano TFCA	1999-00	Air Quality	October 1, 2001		
Not applicable	Vallejo Public Works	Solano Bikeway	$ 23,893		n/a	$ 23,893	Solano TFCA	1999-00	Air Quality	October 1, 2001		
Not applicable	Vallejo Transit	Electric Chargers- Infrastruc.	$ 62,000		n/a	$ 62,000	Solano TFCA	1999-00	Air Quality	October 1, 2001		
Not applicable	Vallejo Transit	Mare Isl. Employee Shuttle	$ 20,000		n/a	$ 20,000	Solano TFCA	1999-00	Air Quality	October 1, 2001		
TOTAL			$ 308,209			$ 308,209						

Special Provisions: None.

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TEA 21 - Congestion Migitigation and Air Quality (CMAQ) Funds for Eastern Solano County

7/8/99 All costs are in thousands of dollars.

TIP I.D. NUMBER (If applicable)	Sponsor	Project Description	Fed. Funds Request	Local Match	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
TBD	Dixon	Downtown Dixon Multimodal Transportation Center	$ 354.0	$ 46.0	n/a	$ 400.0	CMAQ	99/00	Transit	September 30, 2001		TIP Amendment 99-08
TBD	Solano County	Dixon to Davis Bike Route, improvements on Vaughn Road east of Pedrick	$ 860.2	$ 111.5	n/a	$ 971.7	CMAQ	99/00	Bicycle	September 30, 2001		TIP Amendment 99-08. Local match is 50.0 YSAQMD and 61.5 STIP CMAQ match, which may have an earlier obligation deadline.
TBD	Vacaville	Alamo Creek Bikeway from Southside Bikeway to Alamo Drive	$ 300.0	$ 50.0	n/a	$ 350.0	CMAQ	99/00	Bicycle	September 30, 2001		TIP Amendment 99-08
TBD	Vacaville	Bicycle Lockers/Racks	$ 20.0	$ 20.0	n/a	$ 40.0	CMAQ	98/99	Bicycle	September 30, 2001		TIP Amendment 99-08
TBD	Vacaville	Electric Vehicles and Infrastructure	$ 300.0	$ 450.0	n/a	$ 750.0	CMAQ	98/99	Air Quality	September 30, 2001		TIP Amendment 99-08. Local match includes 10.0 YSAQMD and 15.0 STIP-CMAQ match, which may have an earlier obligation deadline.
TBD	Vacaville	Elmira Road Pedestrian/Bike Path	$ 80.0	$ 20.0	n/a	$ 100.0	CMAQ	99/00	Bicycle	September 30, 2001		TIP Amendment 99-08. Local match is 20.0 STIP CMAQ match, which may have an earlier obligation deadline.
TBD	Vacaville	Leisure Town Road Park & Ride Lot	$ 250.0	$ 50.0	n/a	$ 300.0	CMAQ	99/00	Transit	September 30, 2001		TIP Amendment 99-08
TBD	Vacaville	Southside Bikeway (Alamo Drive to VRTC)	$ 500.0	$ 100.0	n/a	$ 600.0	CMAQ	98/99	Bicycle	September 30, 2001		TIP Amendment 99-08. Local match is 75.0 TDA Article 3 and 25.0 STIP-CMAQ match, which may have an earlier obligation deadline.
TBD	YSAQMD	Regional Spare the Air Program for Eastern Solano County	$ 29.0	$ 3.8	n/a	$ 32.8	CMAQ	99/00	Air Quality	September 30, 2001		TIP Amendment 99-08
TOTAL			$ 2,693.2	$ 851.2		$ 3,544.4						

Special Provisions: None.

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Proposed Congestion Migitigation and Air Quality (CMAQ) Match Funds in the STIP

7/8/99 All costs are in thousands of dollars.

TIP ID NUMBER (If applicable)	Sponsor	Project Description	CMAQ-Match Funds Request	Local Match	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
TBD	Fairfield	New Park-n-Ride Lot at I-680 and Gold Hill Road in Cordelia	$ 206.5	$ -	$ 1,593.5	$ 1,800.0	STIP-CMAQ Match and 25% Program	1999-00	Park-and-Ride lot	June 30, 2000		
TBD	Vacaville	Southside Bikeway	$ 25.0	$ 75.0	$ 500.0	$ 600.0	STIP-CMAQ Match and Eastern Solano CMAQ	1999-00	Bicycle	June 30, 2000		
TBD	Vacaville	Elmira Road Pedestrian/Bike Path	$ 20.0	$ -	$ 80.0	$ 100.0	STIP-CMAQ Match and Eastern Solano CMAQ	1999-00	Bicycle	June 30, 2000		
TBD	Vacaville	Electric Vehicles and Infrastructure	$ 15.0	$ 435.0	$ 300.0	$ 750.0	STIP-CMAQ Match and Eastern Solano CMAQ	1999-00	Electric Vehicle	June 30, 2000		
TBD	County	Dixon-Davis Bike Route	$ 61.5	$ 50.0	$ 860.2	$ 971.7	STIP-CMAQ Match and Eastern Solano CMAQ	1999-00	Bicycle	June 30, 2000		
TBD	STA	Remaining FY 1999-00 STIP CMAQ-Match	$ 28.0	$ -	$ -	$ 28.0	STIP-CMAQ Match	1999-00		June 30, 2000		Needs to be programmed
TBD	STA	FY 2000-01 STIP CMAQ-Match	$ 178.0	$ -	$ -	$ 178.0	STIP-CMAQ Match	2000-01		June 30, 2001		Needs to be programmed
TBD	STA	FY 2001-02 STIP CMAQ-Match	$ 177.0	$ -	$ -	$ 177.0	STIP-CMAQ Match	2001-02		June 30, 2002		Needs to be programmed
TBD	STA	FY 2002-03 STIP CMAQ-Match	$ 178.0	$ -	$ -	$ 178.0	STIP-CMAQ Match	2002-03		June 30, 2003		Needs to be programmed
TBD	STA	FY 2003-04 STIP CMAQ-Match	$ 178.0	$ -	$ -	$ 178.0	STIP-CMAQ Match	2003-04		June 30, 2004		Needs to be programmed
TOTAL			$ 1,067.0									

Special Provisions:

Check Caltrans and CTC guidelines for STIP projects and state-only funded projects. Some of these guidelines are available on the Caltrans Local Assistance Programs homepage. All project sponsors must have the funds allocated for their projects by the CTC/Caltrans in the year that a project is programmed or the money will no longer be available for the project and the funds will be deleted from the STIP. A separate authorization to proceed must be granted for each component of a project (engineering, right-of-way, construction, etc.) No funds may be spend for a particular phase of a project until the project sponsor has received the authorization to proceed from Caltrans, or funds will not be eligible for reimbursement.

Projects must be awarded within 12 months after funds are allocated. If a project or project component is ready for implementation earlier than the fiscal year that is it programmed in the STIP, the project sponsor may request an allocation in advance of the programmed year. After award of a contract, the project sponsor has up to 36 months to complete the construction or vehicle purchase contract. The CTC may grant a one-time extension of up to 20 months to each of the deadlines if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. See Caltrans guidelines for deadlines for invoices.

TEA 21 - Cycle 3 Funds

7/8/99 All costs are in thousands of dollars.

TIP ID NUMBER (If applicable)	Sponsor	Project Description	Fed. Funds Request	Local Match	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
SOL970004	Benicia	3 Buses, rehabilitation	$ 317.0	$ 41.0	n/a	$ 358.0	STP-G	1997-98	Transit	September 30, 2000		
SOL970006	Benicia	Chelsea Road	$ 52.7	$ 7.0	n/a	$ 59.7	STP-G	1997-98	Roadway	September 30, 2000		
SOL970014	Dixon	Pitt School Road	$ 124.1	$ 16.0	n/a	$ 140.1	STP-G	1997-98	Roadway	September 30, 2000		
SOL970027	Fairfield	Pennsylvania Ave.	$ 445.0	$ 58.0	n/a	$ 503.0	STP-G	1997-98	Roadway	September 30, 2000		
SOL970028	Rio Vista	Airport Road	$ 59.5	$ 8.0	n/a	$ 67.5	STP-G	1997-98	Roadway	September 30, 2000		
SOL970029 and SOL970031	Solano County	Suisun Valley Road Bridge and overlay various county roads	$ 602.3	$ 79.0	n/a	$ 681.3	STP-G	1997-98	Roadway	September 30, 2000		
SOL970035	Suisun City	Pintail Drive	$ 238.9	$ 31.0	n/a	$ 269.9	STP-G	1997-98	Roadway	September 30, 2000		
SOL970059	Vacaville	Peabody	$ 133.0	$ 17.0	n/a	$ 150.0	STP-G	1998-99	Roadway	September 30, 2000		
SOL970051	Vacaville	Leisure Town Road (a)	$ 197.0	$ 26.0	n/a	$ 223.0	STP-G	1997-98	Roadway	September 30, 2000		
SOL970052	Vacaville	Leisure Town Road (b)	$ 70.0	$ 9.0	n/a	$ 79.0	STP-G	1997-98	Roadway	September 30, 2000		
SOL970082	Vallejo	Tennessee (3) 29 to Monterey	$ 116.0	$ 15.0	n/a	$ 131.0	STP-G	1997-98	Roadway	September 30, 2000		
SOL970138	Vallejo	Tennessee (2) Marin to 29	$ 68.0	$ 9.0	n/a	$ 77.0	STP-G	1997-98	Roadway	September 30, 2000		
SOL970139	Vallejo	Tennessee (1) Wilson to Marin	$ 99.0	$ 13.0	n/a	$ 112.0	STP-G	1997-98	Roadway	September 30, 2000		
SOL970066	Vallejo	Curtola Parkway (3)	$ 54.0	$ 7.0	n/a	$ 61.0	STP-G	1998-99	Roadway	September 30, 2000		
SOL970076	Vallejo	Mare Island Way (2)	$ 120.0	$ 16.0	n/a	$ 136.0	STP-G	1998-99	Roadway	September 30, 2000		
SOL970073	Vallejo	Lemon St. (4)	$ 26.0	$ 3.0	n/a	$ 29.0	STP-G	1998-99	Roadway	September 30, 2000		
SOL970032	STA	I-80 Reliever Route	$ 1,451.0	$ 189.0	n/a	$ 1,640.0	STP-D	2000-01	Roadway	September 30, 2001		Three bridge project in Vacaville
SOL970003	Benicia	1 Bus	$ 198.0	$ 25.9	n/a	$ 223.9	STP-D	1997-98	Transit	September 30, 2000	September 30, 1998	Obligated
TOTAL			$ 2,722.5									

Special Provisions: None.

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1998 STIP Augmentation

7/8/99 All costs are in thousands of dollars.

TIP ID NUMBER (if applicable)	Sponsor	Project Description	1998 RTIP Augmentation Funds Request	Local Match	ITIP Funds	Total Cost	Type of Funds	Fiscal Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
TBD	Benicia	Park Road overlay from Adams Street to Elm Street	$ 80	$ -	$ -	$ 80	RTIP	2000	Roadway	June 30, 2000		15 for E&P and 65 for PS&E. State-only funds requested
TBD	Benicia	Park Road overlay from Adams Street to Elm Street	$ 490	$ -	$ -	$ 490	RTIP	2001	Roadway	June 30, 2001		Construction costs only. State-only funds requested
TBD	Dixon	West 'A' Street rehabilitation from Highway 113 to Lincoln Street	$ 95	$ 117	$ -	$ 212	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Fairfield	Lopes Road pavement rehabilitation between I-80 and Gold Hill Road	$ 1,446	$ -	$ -	$ 1,446	RTIP	2000	Roadway	June 30, 2000		Construction costs only.
TBD	Fairfield	Heather Avenue pavement rehabilitation between Dahlia St. and Atlantic Ave.	$ 85	$ -	$ -	$ 85	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Fairfield	Texas Street pavement rehabilitation between Jefferson Street and Washington	$ 98	$ -	$ -	$ 98	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Fairfield	Dover Ave. pavement rehabilitation between E. Travis and Nightingale Dr.	$ 324	$ -	$ -	$ 324	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Rio Vista	Front St. pavement rehabilitation between Main St. and Logan Street	$ 38	$ 38	$ -	$ 76	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Suisun City	Merganser Drive rehabilitation from East Wigeon to Sunset	$ 143	$ 81	$ -	$ 224	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Suisun City	Main Street rehabilitation from Cordelia Street North to Highway 12	$ 238	$ 186	$ -	$ 424	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Suisun City	Pintail Drive rehabilitation from Sunset to Bluebill	$ 95	$ 142	$ -	$ 237	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Suisun City	Blossom Road rehabilitation from Pintail to 300 feet south of Railroad Road	$ 190	$ 156	$ -	$ 346	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Vacaville	Elmira Road overlay: - from Peabody Rd. to approximately 700 feet west of Allison Dr. (Section A) - from E. of Nut Tree Rd. to Leisure Town Rd. (Section B)	$ 568	$ 272	$ -	$ 840	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested

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1998 STIP Augmentation

7/8/99 All costs are in thousands of dollars.

TIP ID NUMBER (If applicable)	Sponsor	Project Description	1998 RTIP Augmentation Funds Request	Local Match	ITIP Funds	Total Cost	Type of Funds	Fiscal Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
TBD	Vacaville	Kendal Street reconstruction from Cernon St. to Dobbins St.	$ 366	$ 182	$ -	$ 548	RTIP	2001	Roadway	June 30, 2001		Construction costs only. State-only funds requested
TBD	Vacaville	Parker Street reconstruction from Main St. to E. Monte Vista Ave.	$ 317	$ 156	$ -	$ 473	RTIP	2001	Roadway	June 30, 2001		Construction costs only. State-only funds requested
TBD	Vacaville	Midway Road rehabilitation from Meridian Rd. to I-80	$ 120	$ 60	$ -	$ 180	RTIP	2001	Roadway	June 30, 2001		Construction costs only. State-only funds requested
TBD	Vacaville	Aldridge Rd. rehabilitation from Rice Lane to Putah South Canal	$ 86	$ 42	$ -	$ 128	RTIP	2001	Roadway	June 30, 2001		Construction costs only. State-only funds requested
TBD	Vacaville	Meridian Road rehabilitation from Midway Rd. to approximately 2,600 feet south of Midway Rd./Vacaville city limits	$ 84	$ 42	$ -	$ 126	RTIP	2001	Roadway	June 30, 2001		Construction costs only. State-only funds requested
TBD	Vacaville	Marshall Road overlay from Nut Tree Rd. to Leisure Town Rd.	$ 272	$ 134	$ -	$ 406	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Vacaville	Leisure Town Road rehabilitation from Kingswood Ave. to Alamo Dr.	$ 134	$ 68	$ -	$ 202	RTIP	2000	Roadway	June 30, 2000		Construction costs only. State-only funds requested
TBD	Vallejo	Curtola Parkway overlay from Maine Street to Lemon St.	$ 839	$ -	$ -	$ 839	RTIP	2000	Roadway	June 30, 2000		97 for PS&E and 742 for construction. State-only funds requested.
TBD	Vallejo	Tennessee Street overlay from Butte St. to Monterey St.	$ 59	$ -	$ -	$ 59	RTIP	2000	Roadway	June 30, 2000		7 for PS&E and 52 for construction. State-only funds requested
TBD	Vallejo	Tuolumne Street overlay from Redwood St. to Broadway	$ 857	$ -	$ -	$ 857	RTIP	2001	Roadway	June 30, 2001		99 for PS&E and 758 for construction. State-only funds requested
TBD	Vallejo	Maine St. overlay from Santa Clara St. to Marin St.	$ 98	$ -	$ -	$ 98	RTIP	2000	Roadway	June 30, 2000		11 for PS&E and 87 for construction. State-only funds requested
TBD	Vallejo	Georgia St. overlay from Sonoma Blvd. To Amador St.	$ 345	$ -	$ -	$ 345	RTIP	2000	Roadway	June 30, 2000		40 for PS&E and 305 for construction. State-only funds requested

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1998 STIP Augmentation

7/8/99 All costs are in thousands of dollars.

TIP ID NUMBER (If applicable)	Sponsor	Project Description	1998 RTIP Augmentation Funds Request	Local Match	ITIP Funds	Total Cost	Type of Funds	Fiscal Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
TBD	Vallejo	Mare Island Way overlay from Maine Street to Florida St.	$ 296	$ -	$ -	$ 296	RTIP	2001	Roadway	June 30, 2001		34 for PS&E and 262 for construction. State-only funds requested
TBD	Vallejo	Redwood Street overlay from Sonoma Blvd. To Sacramento St.	$ 212	$ -	$ -	$ 212	RTIP	2001	Roadway	June 30, 2001		24 for PS&E and 188 for construction. State-only funds requested
TBD	Solano County	Byrnes Road reconstruction from north of Hawkins Road to approximately 2.0 miles north of Hawkins Road	$ 70	$ -	$ -	$ 70	RTIP	2000	Roadway	June 30, 2000		20 for E&P and 50 for PS&E. State-only funds required
TBD	Solano County	Byrnes Road reconstruction from north of Hawkins Road to approximately 2.0 miles north of Hawkins Road	$ 500	$ -	$ -	$ 500	RTIP	2001	Roadway	June 30, 2001		Construction costs only. State-only funds required
SOL990004	STA	I-80 Reliever Route additional support cost	$ 191	$ -	$ -	$ 191	RTIP	2000	Roadway	June 30, 2000		E&P costs only.
SOL990003	Caltrans	Reserve for Highway 37 4-lane freeway and Routes 37/29 interchange (Contingent on receipt of $8.7 million or more from the 1998 STIP augmentation IIP. If these funds are not available, $2.9 million will be reprogrammed.)	$ 2,900	$ -	$ 8,700	$ 11,600	RTIP	2002	Roadway	June 30, 2002		Reserve must be programmed in the 2000 STIP. Already approved by the STA Board.
TOTAL			$ 11,636	$ 1,676	$ 8,700	$ 22,012						

Special Provisions: Check Caltrans and CTC guidelines for STIP projects and state-only funded projects. Some of these guidelines are available on the Caltrans Local Assistance Programs homepage. All project sponsors must have the funds allocated for their projects by the CTC/Caltrans in the year that a project is programmed or the money will no longer be available for the project and the funds will be deleted from the STIP. A separate authorization to proceed must be granted for each component of a project (engineering, right-of-way, construction, etc.) No funds may be spend for a particular phase of a project until the project sponsor has received the authorization to proceed from Caltrans, or funds will not be eligible for reimbursement.
Projects must be awarded within 12 months after funds are allocated. If a project or project component is ready for implementation earlier than the fiscal year that is it programmed in the STIP, the project sponsor may request an allocation in advance of the programmed year. After award of a contract, the project sponsor has up to 36 months to complete the construction or vehicle purchase contract. The CTC may grant a one-time extension of up to 20 months to each of the deadlines if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. See Caltrans guidelines for deadlines for invoices.

Transportation for Livable Communities (TLC) and Transportation Enhancements Activities (TEA)

7/8/99

TIP I.D. NUMBER (If applicable)	Sponsor	Project Description	Fed. Funds Request	Local Match	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
TBD	Fairfield	Pedestrian/bicycle facility on West Texas St.	$ 95,000		n/a	$ 95,000	Solano TEA	1999-00	TEA	September 30, 2000		
TBD	Rio Vista	Estuary Entry Landing (Rehabilitate Boat Dock)	$ 75,000		n/a	$ 75,000	Solano TEA	1999-00	TEA	September 30, 2000		
TBD	Suisun City	Main Street Pedestrian and Driftwood Drive Pedestrian/ Bicycle Street Improvements (Downtown Suisun City)	$ 195,000		n/a	$ 195,000	MTC TLC	1999-00	TEA	September 30, 2000		Regional TLC Program. Included in TIP Amendment 99-12.
TBD	Suisun City	Central County Bikeway from Main Street to Marina Blvd.	$ 65,000		n/a	$ 65,000	Solano TEA	1999-00	TEA	September 30, 2000		
TBD	Vacaville	Alamo Creek Bike Path (Alamo Dr. to Marshall Road)	$ 95,000		n/a	$ 95,000	Solano TEA	1999-00	TEA	September 30, 2000		
TBD	Vallejo	Solano Bikeway - Columbus Pkwy. to Hiddenbrooke Pkwy	$ 120,000		n/a	$ 120,000	Solano TEA	1999-00	TEA	September 30, 2000		
TBD	Solano County	Fairfield Area School Pedestrian Safety Project	$ 50,000		n/a	$ 50,000	Solano TEA	1999-00	TEA	September 30, 2000		
TOTAL			$ 695,000			$ 695,000						

Special Provisions:

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Yolo-Solano Air Quality Management District (YSAQMD) Funds

7/8/99

TIP I.D. NUMBER (if applicable)	Sponsor	Project Description	Funds Request	Local Match	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
n/a	Solano Commuter Information	Northern Solano Multi-modal direct mail outreach	$ 2,000	n/a	n/a	$ 2,000	YSAQMD	1999/00	Air Quality	June 30, 2000		
n/a	STA	Citylink Route 30	$ 90,000	n/a	n/a	$ 90,000	YSAQMD	1999/00	Air Quality	June 30, 2000		
n/a	STA	Bike Links Maps	$ 5,000	n/a	n/a	$ 5,000	YSAQMD	1999/00	Air Quality	June 30, 2000		
n/a	Solano County	Dixon-Davis Bike Route	$ 50,000	n/a	n/a	$ 50,000	YSAQMD	1999/00	Air Quality	June 30, 2000		Local match for Eastern Solano CMAQ funds
n/a	Vacaville	Solano BART Express	$ 97,300	n/a	n/a	$ 97,300	YSAQMD	1999/00	Air Quality	June 30, 2000		
n/a	Vacaville	EV Charging Stations	$ 10,000	n/a	n/a	$ 10,000	YSAQMD	1999/00	Air Quality	June 30, 2000		Local match for Eastern Solano CMAQ funds
n/a	Vacaville	Leisure Town Road Park-and-Ride Lot	$ 50,000	n/a	n/a	$ 50,000	YSAQMD	1999/00	Air Quality	June 30, 2000		Local match for Eastern Solano CMAQ funds
n/a	Vacaville	Alamo Creek Bike Path	$ 50,000	n/a	n/a	$ 50,000	YSAQMD	1999/00	Air Quality	June 30, 2000		Local match for Eastern Solano CMAQ funds
TOTAL			$ 354,300	$ -		$ 354,300						

Special Provisions:

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TDA Article 3 Funding for Solano

7/8/99

TIP ID NUMBER (If applicable)	Sponsor	Project Description	Funds Requested	Local Match	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
N/A	Benicia	Construct bike bridge from Columbus Parkway/Rose Drive across I-780 to Benicia	$ 15,000		$ 35,000	$ 50,000	TDA Article 3	1997-98	Bicycle	June 30, 2000		No recent progress
N/A	Fairfield	Class 1 Bike Route along Ledgewood Creed from Nantucket to Rockville connecting to Linear Park	$ 140,000		$ 20,000	$ 160,000	TDA Article 3	1998-99	Bicycle	June 30, 2001		Under design
N/A	Solano County	Reconstruct Intersection of Pleasants Valley Road and Foothill Drive (Br. Nos. 23C-84, 23C-93, 23C-94, and B1290-1.75)	$ 67,406		$ 1,826,594	$ 1,894,000	TDA Article 3	1997-98	Bicycle	June 30, 2000	1998	Project completed
N/A	Solano County	Suisun Valley Road Bridge at Suisun Creek to incorporate Class 2 shoulders and handrailing for bicyclists (Bridge No. 23C-76)	$ 10,254		$ 436,746	$ 447,000	TDA Article 3	1997-98	Bicycle	June 30, 2000		Construction planned for summer 1999
N/A	Solano County	Replace bridge on Pleasants Valley Road at Pleasants Creek (Bridge No. 23C-95	$ 39,500		$ 750,500	$ 790,000	TDA Article 3	1999-00	Bicycle	June 30, 2002		No recent progress
N/A	Vacaville	Extension of Class 1 Southside Bikeway from Marshall Road to Vacaville Regional Transportation Center	$ 75,000		$ 150,000	$ 225,000	TDA Article 3	1998-99	Bicycle	June 30, 2001		
N/A	Vallejo	Complete detailed engineering, plans, specs., acquisition of easement and cost estimate for I-80 Class 1 Bike Route from Columbia Parkway to American Canyon Parkway	$ 107,000		$ 871,000	$ 978,000	TDA Article 3	1997-98	Bicycle	June 30, 2000		Plans completed in 6/99
N/A	Vallejo	Construct Class 1 Solano Bikeway located on east side of I-80 between Columbus Parkway and Hiddenbrooke Parkway	$ 172,295		$ 781,705	$ 954,000	TDA Article 3	1999-00	Bicycle	June 30, 2002		Project out to bid 6/99
TOTAL			$ 626,455		$ 4,871,545	$ 5,498,000						

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Regional Projects

7/8/99 All costs are in millions of dollars.

TIP ID NUMBER (If applicable)	Sponsor	Project Description	Fund Request	Local Match	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
SOL990004	STA	I-80 Reliever Route, Phase 1	$ 13.5		$ -	$ 13.5	RTIP		Roadway	Various		PPNO 5301. See STIP entry for details: Const. 98-99 1.386 million (obligated) E&S 98-99 0.630 million (obligated) PS&E 00-01 0.250 million ROW 01-02 2.400 million Const. 02-03 8.800 million
	STA	I-80 Reliever Route, Phase 1	$ 14.4			$ 14.4	TEA 21 Demo		Roadway			
SOL990003	Caltrans	Highway 37/29 interchange	$ 14.0	$ -	$ 40.1	$ 54.1	RTIP and ITIP	2000/01	Roadway	June 30, 2000 and June 30, 2001		
	Caltrans	Highway 37 widening from the Napa River Bridge to Highway 29	$ -	$ -	$ 47.0	$ 47.0	ITIP	2000/01	Roadway	June 30, 2001		
SOL990001	Caltrans	I-680/I-80 interchange improvements			$ 6.9	$ 6.9	ITIP	2002/03	Roadway	June 30, 2003		
	Caltrans	EIS for the widening of I-80 from Vacaville to Dixon	$ -	$ -	$ 3.0	$ 3.0	ITIP		Roadway	June 30, 2000		
	Caltrans	Highway 12 safety improvements between Suisun City and Rio Vista	$ -	$ -	$ 33.3	$ 33.3	SHOPP	2001/02	Roadway			Approved by the CTC on March 31, 1998
SOL990010	Caltrans	Highway 12 extension of passing lanes between Suisun City and Rio Vista	$ -	$ -	$ 2.0	$ 2.0	SHOPP	1999/00	Roadway	June 30, 2000		Approved by the CTC on March 31, 1998
SOL990005	Caltrans	Pavement rehabilitation on I-80 from the Carquinez Bridge to Highway 37 in Vallejo	$ -	$ -	$ 14.8	$ 14.8	SHOPP	1999/00	Roadway	June 30, 2000		Approved by the CTC on March 31, 1998
SOL990006	Caltrans	Pavement rehabilitation on I-780 from I-680 to Lemon Street	$ -	$ -	$ 4.0	$ 4.0	SHOPP	1999/00	Roadway	June 30, 2000		Approved by the CTC on March 31, 1998
	Caltrans	Installation of freeway barriers on I-780 in Benicia	$ -	$ -	$ 1.0	$ 1.0	SHOPP		Roadway			Approved by the CTC on March 31, 1998
SOL990009	Caltrans	Replace Ulatis Creek Bridge on Highway 113	$ -	$ -	$ 2.5	$ 2.5	SHOPP	1999/00	Roadway	June 30, 2000 and June 30, 2001		Approved by the CTC on March 31, 1998
SOL990025	STA-SolanoLinks	Purchase 4 buses for service on I-80	$ 1.2	$ 0.3		$ 1.5	TEA 21 Demo	1997-98	Transit	September 30, 2000		Section 5309 funds. 3 buses for Vallejo and 1 bus for the STA
TBD	STA-SolanoLinks	Purchase 3 buses for service on I-80	$ 1.0	$ 0.2		$ 1.2	TEA 21 Demo	1998-99	Transit	September 30, 2001		Section 5309 funds. 3 buses for Vallejo
TOTAL												

Special Provisions: None.

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Other Funding for Solano

7/8/99

TIP ID NUMBER (If applicable)	Sponsor	Project Description	Funds Requested	Local Match	Other Funds	Total Cost	Type of Funds	Year	Project Type	Funds Must be Obligated by this Date	Actual Date Funds are Obligated	Notes
n/a	STA	Suisun/Fairfield Train Station Parking Improvements	$ 591,000	$ -	$ -	$ 591,000	TCI	1997-98	Parking	June 30, 2000		
n/a	Dixon	Pitt School Stratford Operational Study	$ 10,000	$ -	$ -	$ 10,000	TETAP	1998-99	Engineering Assistance	December 31, 1999		
n/a	Suisun City	Update road network, update treatment decision and related costs, establish pavement needs, etc.	$ 15,620	$ 2,130		$ 17,750	P-TAP	1998-99	Pavement Technical Assistance Program			Probably available by November 1999.
n/a	Dixon	Update treatment decision and related costs, establish pavement needs, etc.	$ 8,820	$ 1,180		$ 10,000	P-TAP	1998-99	Pavement Technical Assistance Program			Probably available by November 1999.
n/a	Benicia	Inspect approximately 60 centerline miles of network	$ 6,615	$ 1,180		$ 7,795	P-TAP	1998-99	Pavement Technical Assistance Program			Probably available by November 1999.
TOTAL												

Special Provisions: Michael Hawthorne at MTC is the contact for the P-TAP program (510) 464-7722. It is expected that P-TAP funds for FY 1998-99 will not be available prior to November 1999. MTC will need to approve the work scope, schedule and budget before a Notice to Proceed is issued. Work completed before the issuance of a Notice to Proceed by MTC will not be reimbursed. Payments of P-TAP funds will be made directly to the consultant once they become available.

Alameda County Planners to Map Transit Tax Strategy

By Catherine Bowman
CHRONICLE STAFF WRITER

Measure B, the tax that has financed dozens of transportation projects in Alameda County, is coming up for renewal — again — next year. Just what goes before the voters, however, is anyone's guess.

Today, a committee of politicians will discuss the latest plan for the measure, which expires in 2002 unless voters extend it. Efforts to renew the half-cent sales tax failed at the ballot box last year.

Besides the main proposal from the Alameda County Transportation Authority staff, there are two others: one from a group of transportation activists and another from Fremont Mayor Gus Morrison.

The staff has suggested renewing the tax for 20 years, five years more than the present tax, which began in 1987. "We've tried to really balance the very divergent demands in the county," said Christine Monsen, executive director of the transportation authority.

A 20-year tax would generate at least $1.4 billion, with nearly a quarter of the money going to the county and its 14 cities to fix local streets and roads. About 40 percent of the funds, or $566 million, would go toward transit and highway capital projects — the same ones included in the Measure B plan last year. The projects would include money for widening Interstate 238 in San Leandro, improving Highway 84 from Livermore to Sunol and a BART people-mover to the Oakland International Airport.

A coalition of transit activists, however, has proposed a 15-year tax, believing that it has a better chance of passing.

Jeff Hobson, spokesman for the Bay Area Transportation and Land Use Coalition, says the primary Measure B plan under consideration is not much different from the one that failed last year.

The coalition also wants to see $58 million used to protect open space and support transit-oriented development — about twice what the county Transportation Authority staff has proposed.

As with last year's plan, the ACTA staff plan includes $165.5 million to help build a 5.4-mile BART extension to Warm Springs in Fremont.

The BART project is one reason that many environmentalists opposed renewing Measure B last year. Critics said the extension, which would stop short of the Santa Clara County line, would not carry enough people to justify the cost.

The coalition, which includes the Sierra Club and the Environmental Defense Fund, supports "creating convenient rail connections from Alameda to Santa Clara and San Mateo counties" and wants the Measure B committee to consider other rail projects besides BART's.

"We don't want to kill this plan," said Dawn Phillips of Building Opportunities for Self-Sufficiency, a group that works with homeless and low-income people and is part of the coalition. "We want to see it pass, but we want to see a good plan passed."

Morrison, who sits on the Measure B steering committee, has proposed his own plan.

Morrison wants to eliminate most of the capital projects and allow cities to decide which ones they finance. His plan would, however, set aside money for local streets, roads, paratransit for elderly and disabled passengers and operating funds for AC Transit and other local bus agencies. It also would include money toward three BART projects: a Livermore extension, the people-mover to the Oakland Airport and the Warm Springs extension.

Construction on the Warm Springs line could not begin until money could be found to take BART all the way into Santa Clara County, Morrison said. If money for the Warm Springs project is not included in Measure B, Fremont leaders will not support it.

AC Transit now gets about $10 million a year from Measure B. Under the Transportation Authority's staff plan, the bus agency would receive about $236 million over the 20 years. AC Transit officials have warned that service will have to be cut if Measure B is not renewed.

The Measure B committee is keeping a close eye on a bill by state Senator John Burton, D-San Francisco. Burton has proposed a constitutional amendment to go before California voters next year that would help counties trying to extend local sales-tax measures for transportation purposes. The bill is now before a Senate committee.

Under the proposal, any county with a tax on the books could automatically extend it, provided that voters statewide, as well as in that county, approve it by a majority vote. The advantage of that strategy, proponents say, is that it would allow Alameda County to avoid having to get the two-thirds vote that proved to be impossible last year.

At this point, Measure B is scheduled to go on the November 2000 ballot.

State Senate passes bill to create Bay ferry agency

Bill would bypass MTC board, create state special district

B.H. (6/9/99)

By Nathan Salant
ASSISTANT EDITOR

The fate of SB 428, the bill to create a new regional authority to develop and establish a high-speed ferry service linking as many as 40 cities on San Francisco Bay, could rest with Gov. Gray Davis this summer. It easily passed the California Senate and appears to have enough support in the state Assembly.

The San Francisco Bay Area Water Transit Initiative sailed through the state Senate last week on a 29-10 vote despite opposition from the powerful Metropolitan Transportation Commission, which allocates billions of dollars to the region's transit systems. MTC would be forced to give up some power if SB 428 becomes law.

State Sen. Maurice Johannessen (R-Redding), who represents Benicia, abstained in the June 2 vote.

Gov. Gray Davis has not indicated whether he supports the proposal.

The new water transit agency would supplant MTC as the chief planning agency for Bay Area ferries.

MTC currently subsidizes the Golden Gate Ferry, the Vallejo Ferry, and ferry service between Oakland, Alameda and San Francisco and has suggested extending service to Martinez, Berkeley and Sonoma. The City of Vallejo also has opposed extending ferry service to Benicia, fearing it could impact existing operations.

The price tag for the new system has been estimated at between $600 million and $2 billion.

But a host of other Bay Area cities seeking ferry links to San Francisco, like Benicia, have been arguing for accelerated expansion of commuter boat service on San Francisco Bay and have embraced SB 428 as the fastest way to get it. Proponents say ferry service could be the key to reducing an expected 250 percent increase in traffic on the Bay Area's already overcrowded freeways in the next 20 years.

Benicia officials have long promoted a new ferry service to help promote tourism and revitalize downtown. The city was a major ferry port in the late 19th and early 20th centuries before the construction of railroad and highway bridges across the Carquinez Strait.

Mayor Jerry Hayes said yesterday that if SB 428 becomes law, Benicia would begin researching the best place to put a new ferry terminal. The end of East Fifth Street already has an operating pier and is conveniently situated near a freeway ramp and the Benicia Marina already has infrastructure and deep enough dredging.

But the end of First Street is the sentimental favorite, since railroad ferries left from there for decades and helped build Benicia into a major Bay Area city more than 100 years ago. The city had major water-based industries, including a shipbuilding factory, and was the state capital in 1853 and 1854.

Ferry passengers arriving on First Street also would have immediate access to downtown restaurants and shops.

But deepening the offshore channel, building new facilities and improving traffic access to First Street could cost several million dollars.

"I would expect that within the next three-to-six months, we're going to have some discussions and some potential development ideas about the bottom of First Street and how we can accommodate automobiles and parking," Hayes said. "We have options and we have things to look at. The horizon looks bright."

See Ferry, page A3

Ferry

from page A3

A source of funding for the new service still is unresolved — a $1 surcharge on state-owned Bay Area bridges has been suggested — but supporters pledge not to take funds from existing ferry operations.

SB 428 is expected to reach the floor of the Assembly this summer and its prospects for approval are good, according to Russ Hancock and Ron Cowan of the Bay Area Council, the group of business and political leaders responsible for the water transit initiative.

"Prospects are as they were in the senate — we expect it to pass," said Hancock, BAC's chairman. "I'm not happy MTC is opposing it — it would be far better if we were together on this. The lines of dialogue are open and we're continuing to meet and try to make some accommodation."

"I think the legislature will pass the bill over the objections of MTC," said Cowan, who chaired the BAC task force that developed the ferry system proposal. "My read is that there is a lot of dissatisfaction with the MTC both from local officials and state legislators."

In fact, the BAC task force was itself created by the urging of the legislature after MTC proposed a measured expansion of regional ferry service that left many cities wanting.

"Ours is mostly a short-term improvement plan as opposed to the Bay Area Council's plan, which is more," said Rod McMillan, a senior planner for the MTC.

McMillan said his agency's commissioners would be sitting down with BAC task force members to discuss MTC's objections to the bill, which include concern over a lack of guaranteed local residents or officials on the new agency's governing board, questions about the new system's compatibility with existing transit plans and doubts about sufficient funding for the ambitious new system.

But SB 428 appears likely to pass over MTC's objections.

"I don't believe that MTC has the political muscle to kill the bill," Cowan said. "My read on the assembly is it's going to be fine. I'm quite confident that the governor is going to sign it into law and it will be effective Jan. 1, 2000."

Hancock said that the fight with MTC was really over "turf," not money, since the new transit agency will have to come up with a new funding mechanism that doesn't impact other services.

"We're proposing to create a new revenue source that doesn't exist," Hancock said. "MTC believes that when such a stream is created, they should have the authority to allocate. We think that the legislature can also decide not to go through the MTC as an allocating agency but can dedicate it directly to the water system."

Political considerations may not be enough to derail the water transit bill, Hancock said.

"This rally is a turf issue so we're going to call them on it and say comprehensive water transit service is too important to get hung up on a turf issue," Hancock said. [Their opposition] doesn't make it easier for us but we think we have well-placed support, including among the public and the leadership of the Assembly and Senate. If they were pleased with the way MTC is providing ferry service on the bay, I don't think any of this would have happened."

In another development, the Solnao Transportation Authority is scheduled to meet tonight to hear a presentation on SB 428 and, possibly, to vote on whether or not to support the bill.

STA's Michelle Brubaker said agency staff has recommended that the authority vote to oppose the bill for the same reasons that Vallejo and the MTC are against it.

Tonight's meeting is scheduled for 6 p.m. at STA headquarters at 333 Sunset Ave. in Suisun City.

Federal funds to bolster Solano transit services

By Mark Simborg
DAILY REPUBLIC 5/27/99

More than $3.8 million over five years will go to Fairfield-Suisun Transit for improvements.

OAKLAND — The Metropolitan Transportation Commission on Wednesday approved spending federal funds to improve downtown Suisun City and bulk up Vallejo Transit and Fairfield-Suisun Transit services.

More than $3.8 million over five years will go to Fairfield-Suisun Transit for improvements. Nearly $13.5 million will be used for improvements to Vallejo Transit, and about $200,000 will go to Suisun City for downtown landscaping and street improvements.

The money comes from the nearly $1.3 billion funding package the MTC approved on Wednesday.

The commission allocates federal funds every two years. This year's amount was particularly large because Congress passed a major transportation bill last year, said Steve Heminger, MTC public information officer.

The bill set aside $215 billion nationwide.

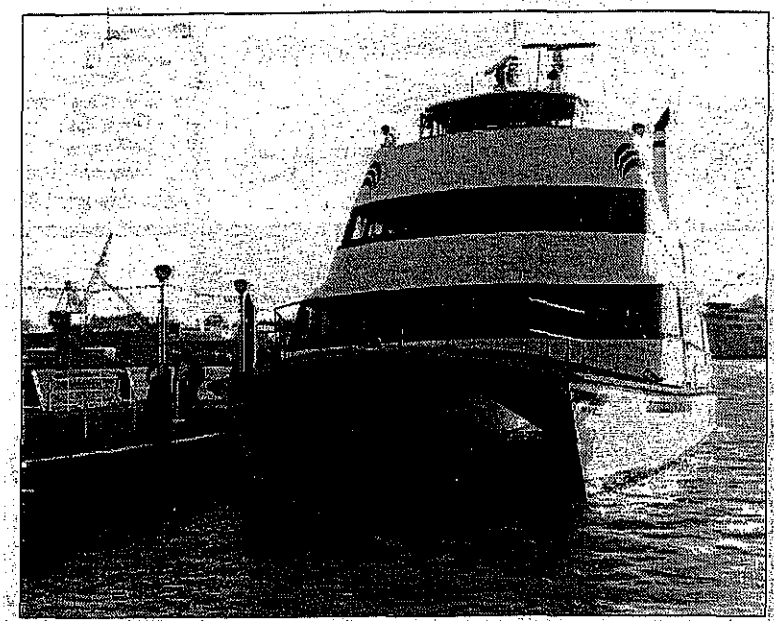
Fairfield-Suisun Transit Director Kevin Daughton said the money will be used for a number of things, although he wasn't sure exactly what, since the city has a number of funding requests in to the MTC. He said he wasn't sure which ones were approved.

Vallejo Transportation Director Pam Belchamber was elated when she heard her city will be getting funding for 23 new Vallejo Transit and eight new Baylink buses, plus other improvements.

"I really didn't think we were going to get it this time around," she said. "It was a competitive funding source and we thought we were right at the cutoff point."

The funds were allocated according to a 20-years plan the MTC approved last year.

This is the first year of the MTC's Transportation for Livable Communities Program, which promotes the integration of transportation and land-use. Suisun City will use its money for new crosswalks and wheelchair ramps, and a pedestrian walkway. Construction should start within the next six months, Mayor Jim Spering said.



Vallejo's ferries are the only game in town presently for Benicia comuters seeking a quick ride via the Bay to San Francisco.

Ferries

Continued from page A1

Benicia and Martinez were major ferry ports in the late 19th and early 20th centuries, before the construction of railroad and highway bridges across the Carquinez Strait.

Opposition from the MTC, which allocates billions of dollars in federal and state transportation dollars to dozens of Bay Area agencies, was expected since the bill would remove its authority to plan the future of ferry service in the region.

The MTC has proposed expanding existing ferry service gradually and anticipates new terminals in Martinez, Sonoma and Berkeley but not Benicia within the next five years.

Bridge retrofit work begins

Benicia Bridge traffic may snarl a little for the next year or so

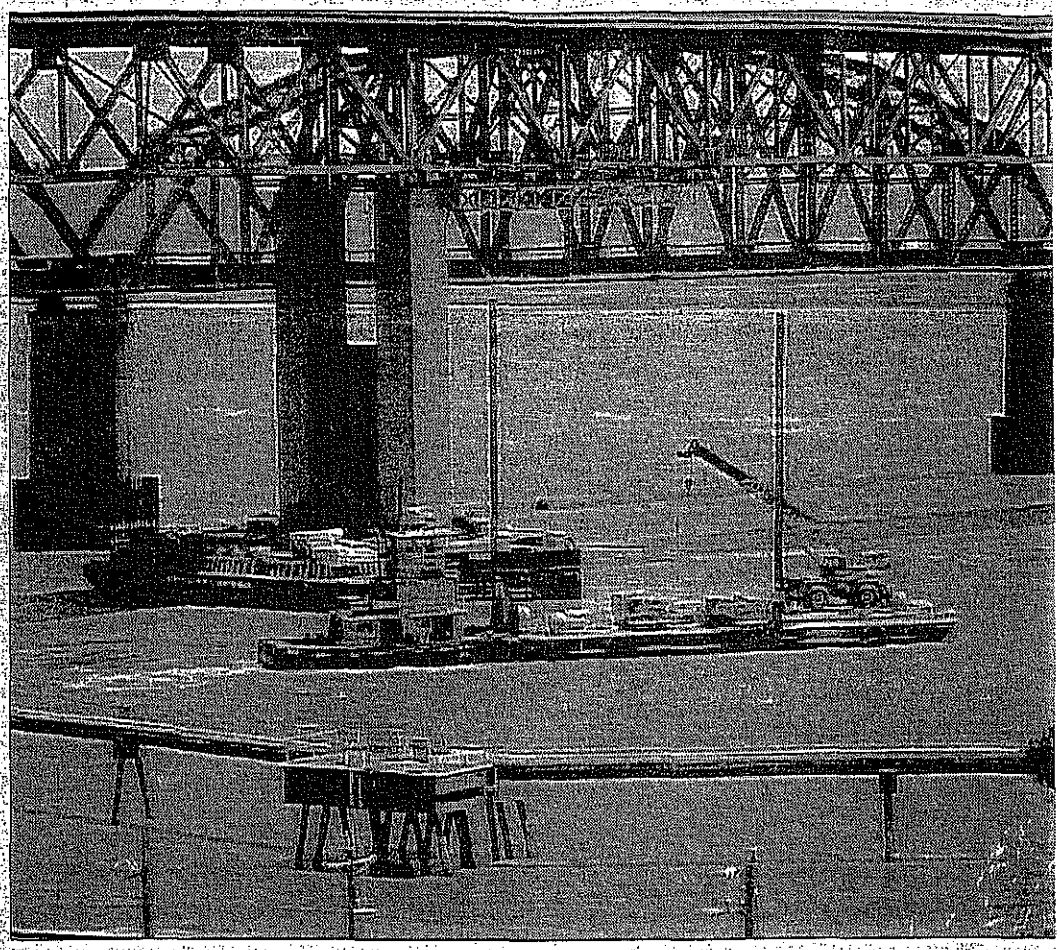
Barges at the northern end of the Benicia-Martinez Bridge should remind motorists that they can expect to experience traffic delays starting next month as a retrofit project begins on bridge approaches.

Steve Cobb of the California Department of Transportation in Martinez said traffic should begin to be impacted by the retrofit work starting in June. Delays may last for at leat a year.

Crews working on barges in the Carquinez Strait are continuing to strengthen the bridge's 19 support towers.

Caltrans wants the 37-year-old bridge to be able to withstand an earthquake measuring 6.75 on the Richter scale on the nearby Green Valley Fault, which runs through Fairfield. Such a quake would cause the same amount of shaking and damage as a 7.25 quake on the Hayward Fault, which is 12 miles from Benicia, and 8.0 quake on the San Andreas Fault, which is 30 miles away.

Caltrans also expects to construct a new bridge alongside the existing bridge by 2003 to accommodate the Bay Area's growing automobile and truck traffic.



Earthquake strengthening work is underway beneath Interstate 680's link to Contra Costa County.

BH 5/26/99

PHOTO BY CARL NELSON

State Senate puts ferry bill on back burner, studies costs

By Nathan Salant
ASSOCIATE EDITOR

The state Senate Appropriations Committee voted this week to put a controversial bill to develop a ferry system connecting 26 Bay Area waterfront cities into a temporary holding pattern while the cost of dozens of pending bills are added up.

The bill, SB 428, which was approved by the Senate Transportation Committee last month, would create an independent regional agency to set up and run a system of high-speed ferries on San Francisco Bay.

Benicia and Martinez are included in the proposed first phase of the ferry system, which envisions ferry terminals in 26 cities to begin and expansion to 40 cities served by a fleet of 70 boats. The new agency, called the "San Francisco Bay Area Water Authority" in the proposal, would cost $12.5 million over the next five years just to get started and start-up costs for the new system have been estimated at between $600 million to $2 billion.

Proponents say the price for such a system is small compared to the many billions of dollars government would have to spend to expand highways, bridges and the BART system, but opposition has already come from the Metropolitan Transportation Commission, which subsidizes ferry service already operating on the Bay, and the Vallejo Ferry.

SB 428 is not expected to be considered by the appropriations committee until late next week at the earliest. The bill was placed into the committee's "suspense file," where all Senate-generated proposals with price tags greater than $150,000 are referred until they can be totalled up and forwarded to the state Assembly in the second half of the year.

The same procedure takes place in the Assembly, which forwards its bills to the state Senate in the second half of the year.

Gov. Gray Davis' proposed budget for the next fiscal year anticipates a surplus as high as $4 billion, but much of the extra money is expected to be allocated to schools, tax reduction and a $1 billion reserve.

A spokeswoman for Davis' office in Sacramento said the governor had not taken a position on SB 428 and would not until it was much further along in the legislative process.

The ferry bill, which was introduced by Sen. Don Perata (D-Alameda) in February, was the result of a two-year study by a task force of Bay Area business and political leaders examining the viability of such a system on San Francisco Bay. The task force was sponsored by the Bay Area Council and the Bay Area Economic Forum, influential business groups.

Benicia officials have long championed the return of ferry service as a key to the revitalization of downtown and to establishing the city as a tourist destination. But bringing the ferry back to Benicia would require construction of a new terminal and other improvements to the First Street or East Fifth Street waterfronts and road improvements to accommodate increased traffic.

See Ferries, Page A12

Ferry plan sparks debate

Solano Transportation Authority fears plan would marginalize Vallejo's ferries

By DOROTHY VRIEND
Times-Herald staff writer

(6/14/99)

Opposition is mounting over who will have power and influence to govern the visionary plan for 40 new ferry terminals on San Francisco Bay, as the plan takes its first step toward realization.

A bill to create a special governing body answerable only to the Legislature easily passed through the state Senate last week. But the legislation roused suspicion among members of the Solano Transportation Authority.

In a meeting that pitted a lone advocate of the highly publicized plan against all but one of the members of the authority, the STA took a position this week opposing the bill unless changes are made.

"Some people just want to worry about turf, others want to get boats on the bay," said a disheartened Russ Hancock, vice president of The Bay Area Council, which helped write the bill. A business-sponsored organization, The Bay Area Council was appointed by the state Senate in 1997, to make recommendations for San Francisco Bay water transit.

The changes STA is seeking have to do in part with who would sit on the proposed new San Francisco Bay Area Water Authority. As laid out in the bill, appointments would be made by the governor, the Senate and the Assembly. The plan includes only two elected officials directly answerable to constituents.

That raised the hackles of many elected officials on the STA board, including those of Suisun Mayor and STA member Jim Spering. Spering and Vallejo Mayor Gloria Exline had expressed their dismay earlier when the Bay Area Council approved the plan in April.

"The success of the Vallejo ferry is in its relation to the city and its riders. Riders have a place to go and talk (about problems) and get a response," Spering said.

The other hot issue raised earlier by skeptics was about carving out a source of money to build the new ferry terminals, buy the ferries and keep the system running.

The proposed ferry authority would go directly to the Legislature for money, circumventing the Metropolitan Transportation Commission. The MTC was formed in 1975 to set regional priorities, make transportation decisions and allocate funds to various transportation systems.

But STA wants the new ferry authority to go through the MTC like every other agency to weigh its merits against other modes of transportation and wait its turn for funding.

"It's real flashy on the surface but when you look at the reality, the costs and the impact it will have on the rest of the system that's not necessarily the best transportation investment," said Spering, who also sits on the MTC.

Spering also expressed concern that Vallejo's existing system would be marginalized and receive little new funding. Hancock said existing ferry service would not be governed under the new plan.

Earlier this month, the Santa Clara Valley Transportation Authority also came out in opposition to the ferry bill for many of the same reasons. The panel asked for more local elected members on the board and for the authority to be subject to MTC's planning and funding strategies.

Benicia Mayor Jerry Hayes stood alone in supporting the bill at this week's STA meeting, calling the opposition "a lot of sour grapes and politics."

"You've got to give (the ferry plan a chance) and you've got to have an agency that is focused on it. If we say we all have to wait until we can afford it, it will never happen," Hayes said. With little success, Hayes has long lobbied MTC for a ferry stop in Benicia.

Despite the opposition, Hancock of the Bay Area Council stood his ground, saying the proposed arrangement was set up to ensure adequate funding for a project that could cost up to $2 billion to launch. The council proposes $3 bridge tolls throughout the Bay to fund only the ferry plan. But Hancock said his agency could be flexible on the ferry authority board's makeup, possibly incorporating more elected officials.

Passage nears for ferries' funding

In brief **Assembly reviews legislation to boost the service. The plan could raise fees to cross the Bay Bridge.**

By John Scheibe
Staff Writer Rep 6/17/99

It's full steam ahead for a state Senate bill that would create a renaissance in ferry service across the San Francisco Bay.

SB 428 would form a nine-member Bay Area regional authority to preside over the mammoth ferry service. It recently won approval in the state Senate and now awaits passage by the Assembly.

The expanded service would come with a flotilla of 120 fast boats to ply Bay Area waters, surpassing the services of even Vancouver, Canada, or Sydney, Australia.

The Blue Ribbon Task Force for Bay Area Water Transit voted for the increased service, which would link 45 ferry terminals scattered throughout the Bay region, earlier this year.

Only two on the approximately 40-member task force voted against the increased ferry service. Both are from Solano County: Vallejo Mayor Gloria Exline and Suisun City Mayor Jim Spering, who also is a member of the powerful Metropolitan Transportation Commission.

Much of their opposition to the service centers on funding. The service comes with an estimated price tag of between $1 billion to $2 billion. To raise some or all of these funds, the task force is proposing another $1 hike on the Bay Bridge, increasing the total toll for westbound crossers to $3.

Spering recently called the increased bridge toll proposal "outrageous." He said it is especially bad for Solano commuters, many of whom already are burdened with two bridge tolls, once when they cross the Carquinez Bridge and again on the Bay Bridge.

In all, Solano commuters

See Passage, Back Page

Passage nears for ferry funding bill ...

Continued from Page 1A

could be socked with paying anywhere from $5 to $6 a day just in bridge tolls, depending on whether the Carquinez toll also is raised from $2 to $3 to pay for the expanded service.

Another worry is that the expanded service would siphon away funds from existing transportation projects and networks in Solano County, including the Vallejo ferry service.

"We would do everything we could to fight this should this happen," Exline said.

But Mark Capitolo, a spokesman for state Sen. Don Perata, D-Alameda, who authored SB 428, said arrangements are being made so this will not happen.

"We are aware of their (Exline's and Spering's) concerns and have taken steps to ensure Solano County loses no funding (to the service)," Capitolo said.

State Sen. Wes Chesbro, D-Solano, also came out in support of SB 428, but only after he was assured Solano would lose no funds, said Tracy Perry, a spokeswoman for Chesbro.

But other concerns about the bill remain. They include how many commissioners to the regional water authority would be named by Gov. Gray Davis and how many would come from the ranks of elected Bay Area representatives.

One proposal calls for Davis to name seven of the nine commissioners, something Solano officials say would take local control away from the commission by limiting local representation.

This comes as ferry service has made impressive gains across the Bay Area. More than $50 million in transportation funds were spent for five new passenger ferries between 1992 and 1998, bringing the total number on the Bay to 12.

Vallejo alone got two of the newest, fastest and most expensive ferries ever to sail the Bay. The $7.8 million craft can zip to San Francisco in 58 minutes, rivaling the time it would take to make the same trip by freeway during weekdays.

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Daryl K. Halls
RE: CONSENT AGENDA (Any consent agenda item can be pulled for discussion)

Recommendation

That the STA Board approves the following attached consent items:

A. Minutes of Meeting of June 9, 1999

B. Draft Minutes of June 30, 1999 TAC Meeting

C. City of Vallejo Request for TIP Amendment

D. City of Benicia Request for TIP Amendment

E. City of Vacaville Request for TIP Amendment

F. Letter to Caltrans Supporting Solano Bikeway

G. Adjustments to 1998-99 STA Budget and Incorporate Priority Projects Into 1999-00 STA Budget

H. 1999-00 Bike Implementation Services Contract with ALTA Consulting

I. STA TDA/STAF Claim for 1999-00

J. Cancel August STA Board Meeting

K. Letter of Support for Vallejo Regional TFCA Application

L. Paratransit Coordinating Council (PCC) Goals for 1999

SOLANO TRANSPORTATION AUTHORITY

Minutes of Meeting of
June 9, 1999

1.0 Call to Order - Confirm Quorum

A quorum was confirmed.

2.0 Approval of Agenda

Chair Slade called the regular meeting to order at 6:04 p.m. On a motion by Member Lessler with a second by Jerry Hayes, the agenda was approved by the STA Board . Chair Slade introduced Daryl Halls, the new Executive Director of the STA.

MEMBERS PRESENT:	Jerry Hayes	City of Benicia
	Chris Manson	City of Dixon
	Steve Lessler	City of Fairfield
	Marci Coglianese	City of Rio Vista
	John Silva	County of Solano
	Jim Spering	City of Suisun City
	Rischa Slade	City of Vacaville
	Dan Donahue	City of Vallejo
MEMBERS ABSENT:	None	
ALSO PRESENT:	Russell Hancock	Bay Area Council
	Don Reynolds	Caltrans
	Alan Nadritch	City of Benicia
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Michael Segala	City of Suisun City (Alternate)
	Paul Hom	City of Vacaville
	Pam Belchamber	City of Vallejo

Gary Leach	City of Vallejo
Jim Weddell	CHP-Solano
Bernice Kaylin	League of Women Voters
Lizzie Kemp	MTC
Rod McMillan	MTC
John Gray	Solano County
Elizabeth Richards	Solano Commuter Information
Daryl K. Halls	STA
Michelle Morris Brubaker	STA
Dan Christians	STA
Matt Todd	STA
Stacy Medley	STA
Gary Townsend	Vallejo Chamber of Commerce
Dorothy Vriend	Vallejo Times Herald

3.0 Interim Executive Director's Report

Michelle Morris Brubaker welcomed Daryl Halls and updated the Board on items contained in the Interim Executive Director's Report.

4.0 Comments/Update from Staff, Caltrans and MTC

Jim Weddell of the CHP undated everyone on the results of Highway 12 safety day held on June 5. Matt Todd said that Clean Air Fund applications for Citylink, the Dixon-Davis Bike Route and the BikeLinks maps were approved by the Yolo-Solano Air Quality Management District. Dan Christians said that about $323,000 of 1999-00 TFCA Program Manager funds was recommended by the Mobile Source Committee of the Bay Area Air Quality Management District. Stacey Medley said that the STA would be receiving an electric car on loan from the State Air Resources Board.

Don Reynolds welcomed Daryl Halls and said that the Caltrans Headquarters in Sacramento will be releasing the recommendations on the interregional and regional STIP funds that will include additional funds for the Highway 37/29 interchange. Lizzie Kemp said that various STP, CMAQ and TLC capital monies were approved by MTC last week and will be amended into the TIP. Steve Lessler said that he and Jerry Hayes have been working on an ABAG Affordable Housing Subcommittee and he thought it should include participation by MTC because of the relationships between housing and transportation. Rod McMillan of MTC said he would look into the matter. Jim Spering said that a comprehensive approach on housing and transportation should be taken on this matter. Chair Slade said that this topic should be agendized for a future discussion.

4.1 Presentation by MTC on the Proposed Revisions to the Unmet Needs Definitions

Michelle Morris Brubaker introduced Lizzie Kemp from MTC. Ms. Kemp said that Alix Bockelman will be the new MTC liaison for Solano but that she was here to present some proposed changes to the unmet needs definitions. Ms. Kemp described the unmet needs process that is used each year in order for communities to claim streets and roads funds from TDA funds. She said that there are some

proposed definitions that would include welfare-to-work and transit coordination, as possible unmet needs. The process to determine if these were reasonable to meet would remain the same. MTC would review these proposed changes at their July meeting and the regular unmet needs hearing would be held in September or October.

5.0 OPPORTUNITY FOR PUBLIC COMMENTS

Bernice Kaylin said she recently received a Solanolinks brochure and was impressed.

6.0 CONSENT AGENDA

Chair Slade pulled item number 6.7 (PERS Benefit for STA Employees) from the Consent Agenda and Chris Manson requested to pull item 6.8 (Administrative Leave for Interim Executive Director). On a motion by Jim Spering with a second by Steve Lessler, the following Consent Agenda was approved by the STA Board:

6.1 Approve Minutes of Meeting of May 12, 1999
6.2 Review Draft Minutes of May 26, 1999 TAC meeting
6.3 Approve Solano County Request for TIP Amendment
6.4 Approve Amended Disadvantaged Business Enterprises (DBE) Plan
6.5 Review SolanoLinks Intercity Transit Ridership Information
6.6 Approve Exception from STA Policies and Procedures Manual on Consultant Selection Committees for 1999-00 SolanoLinks Program
6.9 Review STA Fact Sheet
6.10 Approve Request for Staff to Fax out Summaries of STA Board Meeting Actions to Each Member's City Clerk
6.11 No Board Meeting scheduled for August

6.7 Approve Expanded PERS Benefit for STA Employees

Michelle Morris Brubaker presented this item and explained that it proposes to increase the STA's contribution in benefits for the Public Employees Retirement System (PERS) from 3% to 7% in lieu of a cost of living increase (COLA). She said that since the new Executive Director position was advertised as having PERS fully paid, that this benefit would also apply to him. There was discussion on the recent cost of living increases for other agencies, the Bay Area cost of living index, the fact that this benefit was already provided for in the new budget, and the provision in the recently approved contract with the new Executive Director which states that any new benefits provided to the rest of the STA staff would also be given to the Executive Director.

On a motion by Jerry Hayes with a second by Dan Donahue, the STA Board unanimously approved the expanded PERS benefit for all STA employees.

6.8 Approve Administrative Leave for Interim Executive Director

Chris Manson said that he was concerned that both parties had entered into this agreement, and that one party was requesting more money after the work had been completed. Chair Slade said that this was the same benefit that the former Executive Director had received. After further discussion, it was

agreed to look at the December 1998 STA Board minutes see if the benefits of the prior Executive Director were specifically mentioned when the contract was approved. The item was continued until later in the meeting.

7.0 ACTION ITEMS: NON-FINANCIAL

7.1 SB 428 (Peralta): Proposed Bay Area Water Transit Authority

Michelle Morris Brubaker introduced Russell Hancock of the Bay Area Council who will be taking the support position on this bill, and Jim Spering in opposition to the bill. She also said that Rod McMillan, project manager of the MTC Ferry Plan, was also present to make some comments. Ms. Brubaker said that there was additional information and a current status on SB 428 in the STA Board folders and a letter recently sent by the Mayor of the City of Vallejo on the matter.

Mr. Hancock said the Bay Area Council (BAC) was concerned about traffic congestion in the Bay Area, and that a comprehensive ferry system seemed to be the answer. He described the details of the ferry plan recently developed by a 52-member Blue Ribbon Task Force. He said that the Peralta bill proposed a nine-member board to be appointed by the Governor. He said that existing funds are secure and that this Authority would only utilize a new $1 increase on the bridge tolls. He said that, compared to the BART system, the ferry system would be cost effective.

Jim Spering said he applauds the BAC in developing the ferry plan, and that MTC's plan is similar but is financially constrained. He said that MTC is concerned about the details of the Bay Area Council plan. He said that the success of the existing ferry services, due to the local commitment of local transit agencies, would be lost as a result of this bill. Mr. Spering said that some mistrust started when the BAC assured him and the City of Vallejo that the existing transit funds from existing toll revenues would not be diverted to the new Authority, even though the bill said otherwise. He said that BART goes through the regional planning and funding processes and this system should also be subject to same review process.

Rod McMillan said that MTC has always supported ferry and that a new Ferry Plan was just adopted in March 1999. MTC did a cost effectiveness analysis, based on their model, and they are very concerned about the high cost per passenger proposed in the BAC plan. He said that MTC opposes the bill unless it is amended to require: A locally elected Board; the Plan and funding goes to MTC for analysis and approval like all other transit services in the Bay Area; the diversion of funds from other existing bridge tolls has been amended out.

Dan Donahue read a letter from a former City of Vallejo Mayor on the reasons why MTC was formed, expressed concerns about losing local control and asked if feeder buses were included in the BAC plan. He said that there is not enough money to go around and that City of Vallejo and Solano County would be hurt by this bill.

Steve Lessler suggested that each of the Bay Area transportation authorities would be a more appropriate way to appoint this Water Transit Authority Board, rather than the Governor. Steve asked how the bill got started in the first place. Mr. Hancock responded that they first approached MTC but wanted a more "visionary" approached so the BAC approached Senators Lockyer, Kopp and Lee. Steve Lessler asked if the existing ferry services coordinate and Rod McMillan said that they are coordinated through a Consortium.

Jerry Hayes said he was an enthusiastic supporter of the Bay Area Council and their ferry plan. He said it was a good example of how government and business can form a partnership (i.e. SEDCORP). Mr. Hayes said he was shocked to find that Jim Spering and the City of Vallejo were against it because it was a visionary plan. Member Hayes said that the cost effectiveness analysis is too early to project, but that the projected 50 million annual passengers is a lot of potential congestion relief. He said it was a mistake to oppose the bill for the issues discussed rather than request changes.

Chris Manson said he would support the bill if there were changes to the make-up of the Board. John Silva said the BAC went over MTC to the State legislature contrary to their original promise to build local support. Marci Coglianese said there is a consensus for more ferry service on the Bay but not on how and when it should be provided. She could support the bill if amendments were provided.

Jim Spering made a motion to oppose the bill unless amended and it was seconded by Chris Manson. Then there was discussion on whether to approve the proposed Resolution and add an attachment explaining all the specific reasons the STA Board was against the bill or to just send a letter.

Pam Belchamber said that Mayor Exline had opposed the bill because of the legislative approach, the appointment of the Authority by the governor, and because the funding would not be available to existing ferry and transit providers.

With the consent by Chris Manson and Jim Spering the second and motion were modified to: 1) oppose bill unless amended, and 2) instead of approving the proposed Resolution, the Chair would send a letter requesting the Bay Area Council to address the various issues raised by the Board members including having locally appointed officials and having the plan and funding approved through the normal MTC regional processes. The motion was approved on a 7-1 vote with Member Hayes voting against.

6.8 Approve Administrative Leave for Interim Executive Director (Continued)

As requested earlier in the meeting, copies of the December 1998 STA Board meeting minutes were passed around. Chris Manson said that item 7.2 of those minutes said that the contract was reviewed but there was no mention that the Interim Executive Director would have all the same benefits as the previous Executive Director. Rischa Slade said that this was an inadvertent omission but she agreed there was nothing stated in the minutes to support the request. Therefore, the STA Board took no action on this matter.

7.2 Approve 1999 Awards Ceremony Location and Categories

Matt Todd said that the Second Annual STA Awards Ceremony will be held on November 10, 1999. The Ulatis Community Center Theatre could not be obtained so staff will work with the Chair to find an alternate location. Matt said that he would like to obtain input on the proposed categories and he will bring back a final list at the July STA Board meeting.

8.0 FUNDING OPPORTUNITIES

The following funding opportunities were reviewed with no comment:

8.1 BAAQMD Regional Transportation Fund for Clean Air Program
8.2 BAAQMD Clean Air Vehicle Incentive Program (VIP)
8.3 Transportation Fund for Livable Communities (TLC)
8.4 California Department of Parks and Recreation Trails Program
8.5 California Department of Parks and Recreation Habitat Conservation Fund Program

9.0 INFORMATION ITEMS: NO ACTION NECESSARY

Daryl Halls said that staff will fax out a summary of the Board meeting on Thursday. He thanked Michelle Morris Brubaker for her hard work and mentioned that there would be a going away luncheon on June 29.

9.1 Board Members Comments

Rischa Slade said that Sharon Banks of AC Transit was improving from her illness.

9.2 Adjournment

The meeting was adjourned at 7:45 p.m. The next meeting will be held on July 14, 1999 and no STA Board meeting will be scheduled for August.

STA
Solano Transportation Authority

Draft

TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
June 30, 1999

I. CALL TO ORDER

Daryl Halls called the regular meeting of the Technical Advisory Committee to order at 1:35 P.M. in the STA Board meeting room. Mr. Halls explained some changes made to the agenda to provide more specificity by including the recommendations for each item. He also discussed the role of the TAC to work things out before they go to the STA Board

Present:	Hilmer (Ace) Forsen	Caltrans
	Julian W. Carroll	Caltrans
	Michael Throne	City of Benicia
	Ron Hurlbut	City of Fairfield
	Morrie Barr	City of Fairfield
	Norman Repanich	City of Rio Vista
	Julie Pappa	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Paul Hom	City of Vacaville
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Gary Leach	City of Vallejo
	John Gray	County of Solano
	Paul Wiese	County of Solano
	Ashley Nguyen	MTC
	Daryl Halls	STA
	Michelle Morris Brubaker	STA
	Dan Christians	STA
	Matt Todd	STA

II. CONSENT CALENDAR

On a motion by Julian Carroll with a second by Gary Leach the following Consent Calendar was approved:

- **A. Minutes of Meeting of May 26, 1999**
- **B. Review Funding Opportunities Calendar**
- **C. Cancel July TAC meeting**
- **D. City of Vallejo Request for TIP Amendment**
- **E. City of Benicia TIP Amendment**
- **F. City of Vacaville TIP Amendment**

III. OPPORTUNITY FOR PUBLIC COMMENT

No comments

IV. COMMENTS FROM CALTRANS, MTC AND STA STAFF

Julian Carroll gave an update on the State Planning and Research grant for the Highway 12 Major Investment Study that will commence on July 1. Matt Todd passed out a proposed schedule for the Cycle 2 of TEA 21 funding.

Dan Christians said that (in addition to funding to be provided by some automobile manufacturers and TFCA Program Manager funds) the Bay Area Electric Charging Network Program has notified the STA that they will provide about $31,700 of grants for electric charging stations at five locations: Vallejo Ferry Terminal, Old San Francisco Express Restaurant, and City Halls in Benicia, Fairfield and Vallejo. Dan said that he would provide further information to each of the project sponsors as soon as written confirmation is received.

Dan Christians also provided an update on the Solano Bikeway Project in Vallejo. He also confirmed that the $2.9 million of regional STIP funds approved by the STA was successful in leveraging an additional $8.6 million of Interregional funds for the Highway 37 widening and interchange project which is expected to be approved by the CTC at their July meeting. Gary Leach asked about the status of the Red Top Slide/McGary Road project in City of Fairfield and Ron Hurlbut said that they are still awaiting the results of the Caltrans slide report before sitting down with the STA to develop a funding strategy for making improvements to McGary Road.

V. CONSORTIUM UPDATE

Matt Todd provided an update of the SolanoLinks Consortium. Major items included approval of a consultant and proposed contract for the 1999-00 SolanoLinks marketing program; approval of a TDA/STAF claim for the STA; approval of CMAQ Reserve funds in the STIP; programming of final work products for the 1998-99 SolanoLinks marketing program; and support for continued funding from MTC for Solano Commuter Information.

VI. ACTION ITEMS

A. Solano Transportation Enhancements Program

Dan Christians described the process and the selection committee that developed the recommendations for this cycle of the Solano Transportation Enhancements Program. He said that there were eleven applications received and that six projects were recommended for a total of $500,000 as listed in the staff report. On a motion by John Gray with a second by Ron Hurlbut, the proposed list of projects was unanimously approved by the TAC and forwarded to the STA Board for final approval.

B. 1999-00 Bike Implementation Services Contract

Dan Christians presented this report and said the Bicycle Advisory Committee had recently approved a scope of work for the 1999-00 bike route implementation activities. They recommended that a contract with ALTA Consulting, not to exceed $20,000, be approved to complete the scope. The major activities would include the updating of the Countywide Bicycle Plan, with particular attention given to the mid-county area including Vacaville, Fairfield and Suisun City; the update of the popular BikeLinks maps; and input to Caltrans on the best way to connect the Highway 37 Class 1 bike route to Highway 29. On a motion by Gary Leach with a second by Dale Pfeiffer the proposed contract with ALTA Consulting for 1999-00 bike route implementation activities, not to exceed $20,000, was unanimously approved by the TAC and forwarded to the STA Board for final approval.

C. CMAQ Match Reserve Projects

Matt Todd presented this report and discussed the spreadsheet contained in the TAC packet. He said that in the 1998 STIP, there is $1,067,000 reserved to match CMAQ funds programmed to projects in Solano County through FY 2004. MTC had requested that an expenditure plan identifying projects that will receive this funding be submitted to them by September 1, 1999. The SolanoLinks Consortium also reviewed the proposed list and had recommended it. Matt said that one change needs to be made to the list to delete $23,000 of CMAQ match for the City of Vallejo Ferry Maintenance Facility (fueling tanks) since bridge toll monies will be available for that match. He emphasized the strict obligation deadline requirements that are part of SB 45.

Gian Aggarwal asked when the next STIP obligation deadline will occur and Michelle Morris Brubaker responded it would be June 30, 2000. On a motion by John Gray with a second by Dale Pfeiffer, the TAC approved the list of projects for $328,000 of 1999-00 CMAQ match reserve in the STIP Program and forwarded it to the STA Board and MTC for final approval.

D. STA TDA/STAF Claim for 1999-00

Matt Todd presented this report and said the Consortium had also reviewed and approved it. He said it includes the annual STA claim for TDA and STAF funds for planning and administration ($262,470), Solano Paratransit ($259,130), SolanoLinks Marketing ($88,000) and capital purchases ($31,000). On a motion by Ron Hurlbut with a second by John Gray, the TAC approved the 1999-00 TDA/STAF Claim for the STA and forwarded it to the STA Board and MTC for final approval.

E. Draft 1999 Solano Congestion Management Program

Dan Christians described the purpose, contents, modeling and LOS monitoring program related to the Draft 1999 Solano Congestion Management Program. Gian Aggarwal said that he was concerned that the segment of I-80 between North Texas Street in Fairfield and Vacaville might exceed the Level of Service E standard as specified in the CMP. Ron Hurlbut said that the Countywide traffic model might help with predicting when that and other segments will exceed the standard. Daryl Halls said that once the STA Board releases the Draft for input, the STA will distribute another review copy (with attachments) to all city managers and public works departments and allow a 30-day review period for final comments. On a motion by Paul Wiese with a second by Gary Leach the TAC approved the Draft 1999 Solano Congestion Management Program and forwarded it to the STA Board for circulation.

F. SolanoLinks Marketing Program

Dan Christians said the SolanoLinks Consortium had selected Underground Advertising of San Francisco to conduct their 1999-00 marketing program. The proposed contract would not exceed $88,000 and would be paid from the TDA/STAF claim. Gian Aggarwal asked if there had been sufficient evaluation of the first two years of marketing. Dan Christians said there had been focus groups and an on-board questionnaire to evaluate the program. Much transit information has been distributed and the 1-800-53-KMUTE number has had increased usage- both activities being fully documented. On a motion by Dale Pfeiffer with a second by Ron Hurlbut, the 1999-00 SolanoLinks marketing contract with Underground Advertising, based on recommendations of the SolanoLinks Transit Consortium, was approved by the TAC and forwarded to the STA Board for final approval.

VII. INFORMATION ITEMS

A. Legislation Update

Daryl Halls described the three legislative bills that were reviewed by the STA staff. He said that the TAC and STA Board could take a position on any or all of these bills.

1. AB 872 (Alquist) – Support
2. SCA 3 (Burton) – STA Board discretion
3. U.S.S. 1143 – Oppose

After discussion, Ron Hurlbut made a motion with a second by John Gray and the TAC approved the recommendations for these three bills and forwarded them to the STA Board for final action.

The was additional discussion regarding AB 71 (low emission vehicles using HOV lanes) and the status of SB 428 (Bay Area Water Transit Authority).

B. Status of Programmed Transportation Projects in Solano

Michelle Morris Brubaker presented a 13-page spreadsheet of projects programmed by the STA. She said that because of the emphasis on project delivery by SB 45 and TEA-21 that these projects will need to be monitored closely. Gary Leach and Paul Wiese thanked Michelle for compiling this list.

Then there was discussion about the pending obligation dates, TIP amendments and Caltrans local assistance guidelines. Michelle said that she would leave the spreadsheet on disk with Stacy Medley for use by any TAC members.

C. Blueprint for the 21st Century

Ashley Nguyen presented a spreadsheet of proposed projects for the "Blueprint" and asked the TAC to add, delete or refine any of the proposed projects. Ron Hurlbut asked if the RTP Track 1 projects should be added. Ashley said that this plan would only include unfunded projects. Matt Todd said he will be working with Ashley to put together a memo asking for specific input on the project list by July 16. Gian Aggarwal said that there was hardly any I-80 capacity improvements proposed. Ron Hurlbut asked if future phases of the I-80/680 interchange could be added and Michelle Morris Brubaker said that they could be considered.

D. Solano Countywide Traffic Model Update

Morrie Barr gave an update on the Countywide Traffic Model update. He said that they had now received land use data from all eight jurisdictions. There was discussion about the difference between the MTC regional model and the much finer modeling needed for project development.

E. Request for Level of Service Data for 1999 Congestion Management Program

Dan Christians reminded everyone about the LOS data requested for the 1999 CMP update.

F. Regional Bike Route Signage Program

Dan Christians described the proposed regional bike route sign that the Bicycle Advisory Committee would like to see installed throughout the county. Paul Wiese said that the STA should apply for funds to manufacture and install them. It was suggested that the individual jurisdiction should install the signs and be reimbursed, if possible, from any grants received.

VIII. ADJOURNMENT

The meeting was adjourned at 2:55 p.m. The next meeting will be held on August 25, 1999 at 1:30 p.m.

STA
Solano Transportation Authority

DATE: July 6, 1999
TO: STA Board
FROM: Dan Christians
RE: City of Vallejo Request for TIP Amendment

The STA had programmed $999,000 in federal Surface Transportation Program (STP) funds to Vallejo from the second cycle of ISTEA programming. These funds were primarily programmed to roadway maintenance projects. Due to non compliance of the Disadvantaged Business Enterprise (DBE) requirements by the contractor working on these projects and a post construction determination of ineligible expenditures, Caltrans has notified the City of Vallejo that $51,717 in project costs do not quality for reimbursement.

The City of Vallejo now requests that $51,717 in STP funds be reprogrammed to the City of Vallejo STP Cycle 3 project SOL 970138 (Tennessee Street overlay). A letter from the City of Vallejo is attached. If this TIP amendment is approved, STA staff will forward the request to MTC.

Fiscal Impact

None

Recommendation

Approve the TIP amendment request of the City of Vallejo to reprogram $51,717 of STP Cycle 2 funds to the STP Cycle 3 Tennessee Street overlay project (SOL970138) and forward to MTC for final approval.

Attachment

CITY OF VALLEJO

DEPARTMENT OF PUBLIC WORKS
Engineering Division

555 SANTA CLARA STREET P.O. BOX 3068 VALLEJO CALIFORNIA 95490-5934 707-648-4315
www.ci.vallejo.ca.us FAX 707-648-4691

June 22, 1999

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

SUBJECT: Amendment to the 1999 TIP
(File: 9951.01.00)

Dear Mr. Hall:

The City of Vallejo is requesting an amendment to the 1999 TIP. In 1996 the City began overlaying various streets in Vallejo. Funding for this work was provided in part by $999,000 of funding from STP Cycle 2. TIP ID numbers for this funding are SOL9500110, 111, SOL970065, 66, 67, 69, 70, 71, 74.
Due to non compliance of the DBE requirements by the contractor working on our STP funded project and a post construction determination of ineligible expenditures, Caltrans has notified the City that $51,717 of project costs do not qualify for reimbursement from STP funds. Accordingly the City of Vallejo would like to have this $51,717 re-programed to the STP Cycle 3 project SOL970138 (Tennessee St.-overlay) so that we can fully utilize the available funding to repair our deteriorating streets.
Would you please place this proposed TIP amendment on the next TAC agenda, then (assuming TAC approval) place it on the agenda of the STA Board.

Thank you for your assistance. If you have any questions, feel free to contact me at (707) 648-4316.

Sincerely,

GARY A. LEACH
City Engineer

dak/
cc: Mark K. Akaba, Public Works Director
David A. Kleinschmidt, Senior Civil Engineer

H:\0PROJECT\9951 STP Overlay\DOC\STA Amendment.wpd

STA
Solano Transportation Authority

DATE: July 6, 1999
TO: STA Board
FROM: Matt Todd
RE: City of Benicia Request for TIP Amendment

The City of Benicia has secured funding to rehabilitate three buses with Cycle III STP-Guaranteed funds, which were programmed in the spring of 1996. This programming was similar to the "75% Program" funding cycle where funds were allocated to Solano and programmed for eligible projects at the local level.

The City of Benicia is currently in the process of procuring two new buses: one through the Transit Capital Priorities process of their FTA UZA and another with Cycle III STP Discretionary funds they received in 1996 as well.

Since Benicia is purchasing new buses, staff feels they do not need to rehabilitate three additional buses at this time. Therefore, Benicia has offered to transfer the funding to another transit agency. There is $317,000 available in federal funds, which would require a local match of $41,100. Total project cost would be $358,100 (or about $119,000 per bus). These funds have to be obligated by September 30, 2000.

Vallejo will be rehabilitating buses in the near future and has additional vehicles that could be rehabilitated with these funds. Vallejo, working through the Transit Finance Committee, has secured the commitment to provide the local match necessary for this project with bridge toll funding. With the local match source committed, staff recommends the Board approve the TIP amendment to reprogram the funds, $317,000 for the rehabilitation of three buses, from Benicia Transit to Vallejo Transit. This should only require an administrative TIP amendment process at the MTC level.

Fiscal Impact

None

Recommendation

Approve the TIP amendment request of the City of Benicia to reprogram $317,000 of Cycle 3 funds to the City of Vallejo for the rehabilitation of three buses and forward to MTC for final approval.

Attachment

06-30-99P03:08 RCVD

Celebrating 150 Years
1847★1997
THE CITY OF BENICIA CALIFORNIA

CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-8120

28 June 1999

Mr Daryl Halls
Solano Transportation Authority
333 Sunset, Suite 200
Suisun City, Ca 94585

Dear Daryl:

About: TIP Amendment Request

The City of Benicia requests to move $317,000 programmed to Benicia Transit for the rehabilitation of three (3) buses to the City of Vallejo. This is project # SOL970004 in the TIP. It is my understanding that this amendment should fall under the administrative TIP amendment process.

The City of Benicia received STP-Guaranteed funds programmed in 1996 to rehabilitate three (30 buses. There is $ 317,000 available in federal funds, which will require a local match of $41,000 for a total project cost of $358,000.

Benicia is in the process of procuring two (2) new buses, one through FTA UZA formula funding and another through STP-Discretionary funding. Since Benicia is purchasing two (2) new buses, staff believes the City does not need to rehabilitate three (3) additional buses at this time. Benicia would like to offer these funds to another Solano County transit agency to rehabilitate buses.

JERRY HAYES, *Mayor*
Members of the City Council
STEVE MESSINA, Vice Mayor • CAREY CORBALEY • JAN COX-GOLOVICH • L. STEPHEN GIZZI

OTTO WM. GIULIANI, *City Manager*
VIRGINIA SOUZA, *City Treasurer*
LINDA S. PURDY, *City Clerk*

Recycled Paper

Vallejo Transit will be rehabilitating buses in the near future and has additional vehicles that could be rehabilitated with these moneys. Vallejo has also identified a local match source of bridge toll funding for the project.

I have attached the necessary documents for the amendment process. Should you have question or comment concerning the City's request for reallocation of these moneys, please contact me at 746.4225.

Very truly yours,

Alan Nadritch
Finance Director

MTC Administrative TIP Amendment Form

Note: For more details on what constitues a TIP amendment, please consult the document titled, "General Requirements for TIP Amendments as of March 1998." All administrative TIP amendments must be signed and submitted on this form. Administrative TIP amendments may be subject to review by the Work Program Committee.

(1) Administrative TIP Modification criteria	Yes or No?
Is the project regionally significant as defined by the current RTP?	NO
Does the change trigger a new conformity analysis?	NO
Is this a new project with at least some federal or state funds in it?	NO
Is the total change in federal or state funds more than 20%, or does the change invalidate the overall approved financial constraint?	NO
Can the change affect the project score as originally reflected in the TIP	NO

→ If you answered "yes" to ANY questions above please stop, you MUST prepare a TIP amendment recommendation to the Work Program Committee for review and approval.

If you answered "no" to ALL questions above, please go on to items (2) and (3) below.

In the table below, add as many rows for fund changes as necessary, and/or use as many sheets as necessary.

(2) Current TIP Listing		(3) Proposed TIP Listing
TIP Project ID:	Please see attached Changes are shaded	
EA #:		
Sponsor:		
Fund Source		
Amount:		
Fiscal Year:		
Fund Milestone:		
Project Milestone:		
Project Description:		
Project Notes:		

Required Signatures

TIP Amendment No.	99-XX

Lawrence D. Dahms, MTC Exec. Dir. Date

<< return fully executed copy to

David Murray, MTC Finance Section Date

<< return fully executed copy to

Finance Liaison Date

j:/user/cbirne TIP/TIPAmendments/admnform.xls

EXISTING PROJECT LISTING

FY99 TIP ID: SOL970004

SPONSOR: Benicia

PROJECT: Bus rehabilitations (3)

COUNTY: SOL

LEVEL OF REVIEW: AA

Fund Source	Phase	FY96/97 Prior	FY97/98	FY98/99 Current	FY99/00	FY00/01	FY01/02-03/04	Fund Sub-Total
Other Local	CNST	0	41	0	0	0	0	41
STP-G	CNST	0	317	0	0	0	0	317
Year Sub-Totals:		0	358	0	0	0	0	
Total Programming:								358

PROPOSED PROJECT LISTING

FY99 TIP ID: SOL970004

SPONSOR: Vallejo

PROJECT: Bus rehabilitations (3)

COUNTY: SOL

LEVEL OF REVIEW: AA

Fund Source	Phase	FY96/97 Prior	FY97/98	FY98/99 Current	FY99/00	FY00/01	FY01/02-03/04	Fund Sub-Total
Other Local	CNST	0	0	0	41	0	0	41
STP-G	CNST	0	0	0	317	0	0	317
Year Sub-Totals:		0	0	0	358	0	0	
Total Programming:								358

STA
Solano Transportation Authority

DATE: July 6, 1999
TO: STA Board
FROM: Dan Christians
RE: City of Vacaville Request for TIP Amendment

The City of Vacaville proposes to reprogram $70,000 of STP Cycle 3 funds originally programmed for the Leisure Town Road (b) overlay and ditch regrade project (SOL970052) to the Leisure Town Road (a) overlay and ditch regrade project (SOL970051). Because of the serious condition of the Leisure Town (b) segment, Vacaville has already used local funds to complete that project. The (a) segment will now be expanded and the $70,000 will be added to the $197,000 already programmed for a total of $267,000 of federal STP-G funds. Based on the MTC adopted TIP policies, this is now considered an administrative TIP amendment since it is a small project of less than $1 million.

Attached is a letter from the Vacaville Public Works Department further describing the details of this request.

Fiscal Impact

None

Recommendation

Approve administrative TIP amendment request of City of Vacaville to reprogram $70,000 of STP Cycle 3 funds originally programmed for the Leisure Town Road (b) overlay project (SOL970052) to the Leisure Town Road (a) overlay project (SOL970051) and forward to MTC for final approval.

Attachment

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

CITY OF VACAVILLE

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

June 22, 1999

Department of Public Works
Engineering Services

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

Subject: 1999 TIP AMENDMENT

Dear Dan:

The City of Vacaville respectfully requests to move $70,000 programmed for the Leisure Town Road (B) project, from Midway Road to I-80, to the Leisure Town Road (A) project, from Ulatis Drive to Old Ulatis Creek. Both projects were programmed into the 1997 TIP and referenced on page II-647 of the Final 1997 TIP. See the enclosed page from the 1997 TIP.

Engineering staff has performed a preliminary inspection of both sections of Leisure Town Road and has determined that the approved funding amounts are insufficient to adequately perform the required rehabilitation work necessary for both segments of Leisure Town Road. However, by transferring the $70,000 from the north segment to the remaining south segment of Leisure Town Road, the work can be accomplished for the remaining project. See the enclosed engineer's report.

The City of Vacaville also requests that the remaining Leisure Town Road (A) project be moved out one year, from fiscal year 1998/1999 to fiscal year 1999/2000, to coincide with an adjacent project scheduled for design in the year 2000 and construction in the year 2001.

It is our understanding that this request qualifies as an Administrative TIP Amendment. Enclosed are the two completed Administrative TIP Amendment Forms.

Should you have any questions or need additional information, please contact me at (707) 449-5424.

Sincerely,

Edward P. Huestis

Edward P. Huestis
Transportation Systems Management Coordinator

Enclosures
Copy to:
Paul Hom, Deputy Director of Public Works (Engineering)

DEPARTMENTS: Area Code (707)

EH:ms(wkpl\tsm\docs\grants\statipamd99.doc)

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

recycled paper

The City of Vacaville's original 1995 Multimodal Project application for Surface Transportation Program (STP) Funds included two- (2) sections of Leisure Town Road, which are identified below.
Cycle 3 - STP

Street Name	Locations	TIP Project # Fund Amounts
Leisure Town Road (A)	From Ulatis Drive to Old Ulatis Creek	TIP Project #9800091 Federal funds $197,000 Local funds $26,000
Leisure Town Road (B)	From Midway Road to I-80	TIP Project #9800092 Federal funds $70,000 Local funds $9,000

Since the date of the City's original Multimodal Project application, staff has preformed a preliminary inspection of these two sections of Leisure Town Road, performed an analysis between the 1995 and 2000 construction costs, and prepared a revised project cost estimate for these two sections of Leisure Town Road.

The preliminary inspection of Leisure Town Road (A) and (B) indicates that the existing pavement condition and apparent rate of deterioration has increased since 1995. The inspection also indicated that hydrologic studies are required to adequately address drainage concerns. Based on this inspection the original scope of work proposed for Leisure Town Road (A) and (B) must be revised and additional rehabilitation work required.

City staff has determined that the funding amounts mentioned above are insufficient to adequately perform all the required rehabilitation work necessary to preserve the existing roadway at the two sections of Leisure Town (A) and (B). This determination was based on the preliminary inspection, an increase in construction costs (from 1995 to 2000), and revised project cost estimates. However, City staff has concluded that if the funding of Leisure Town Road (B) is reprogrammed to Leisure Town Road (A) that the City would be able to complete the required rehabilitation work within the limits of Leisure Town Road (A).

Staff has also identified that the limits of another City STP "Bridge Widening along Leisure Town Road" project, which is scheduled for construction in the year 2001, is adjacent to the limits of the Leisure Town Road (A) project. In order for City staff to effectively evaluate and address possible design and construction conflicts between these two projects, as well as minimize traffic impacts to the general public, staff recommends the following: (1) Preliminary Engineering phase shall be completed and STP funds obligated for the Construction Phase in the fiscal year 1999/2000; (2) The construction of the Leisure Town Road (A) would be scheduled for the year 2001 to coincide with the construction of the Bridge Widening along Leisure Town Road project.

Therefore, to adequately extend the service life of Leisure Town Road (A) the City of Vacaville is requesting reprogramming of the STP guaranteed funding from Leisure Town Road (B) to Leisure Town Road (A) as well as reprogramming of the Preliminary Engineering phase to be in the fiscal year 1999/2000.

Date: September 23, 1998
W.I.: 51210
Referred by: WPC
MTC Resolution 3111
Attachment B, Page 5 of 5

MTC Administrative TIP Amendment Form

Note: For more details on what constitutes a TIP amendment, please consult the document titled, "General Requirements for TIP Amendments as of March 1998." All administrative TIP amendments must be signed and submitted on this form. Administrative TIP amendments may be subject to review by the Work Program Committee.

(1) Administrative TIP Modification criteria	Yes or No?
Is the project regionally significant as defined by the current RTP?	NO
Does the change trigger a new conformity analysis?	NO
Is this a new project with at least some federal or state funds in it?	NO
Is the total change in federal or state funds more than 20%, or does the change invalidate the overall approved financial constraint?	NO
Can the change affect the project score as originally reflected in the TIP	NO

→ If you answered "yes" to ANY questions above please stop, you MUST prepare a TIP amendment recommendation to the Work Program Committee for review and approval.
If you answered "no" to ALL questions above, please go on to items (2) and (3) below.

In the table below, add as many rows for fund changes as necessary, and/or use as many sheets as necessary.

	(2) Current TIP Listing	(3) Proposed TIP Listing
TIP Project ID:	SOL970052	SOL970052
EA #:		
Sponsor:	CITY OF VACAVILLE	
Fund Source	STP - G	
Amount:	$70,000	$0
Fiscal Year:	1998/1999	
Fund Milestone:	1998/1999	
Project Milestone:	1998/1999	
Project Description:	LEISURE TOWN (B) VACAVILLE ROAD OVERLAY AND DITCH REGRADE	
Project Notes:		

Required Signatures

TIP Amendment No. 97-

William F. Hein, Deputy Director, MTC — Date

Liaison, Finance Section — Date — << return fully executed copy to

David Murray, Finance Section — Date — << return fully executed copy to

Date: September 23, 1998
W.I.: 51210
Referred by: WPC
MTC Resolution 3111
Attachment B, Page 5 of 5

MTC Administrative TIP Amendment Form

Note: For more details on what constitues a TIP amendment, please consult the document titled, "General Requirements for TIP Amendments as of March 1998." All administrative TIP amendments must be signed and submitted on this form. Administrative TIP amendments may be subject to review by the Work Program Committee.

(1) Administrative TIP Modification criteria	Yes or No?
Is the project regionally significant as defined by the current RTP?	NO
Does the change trigger a new conformity analysis?	NO
Is this a new project with at least some federal or state funds in it?	NO
Is the total change in federal or state funds more than 20%, or does the change invalidate the overall approved financial constraint?	NO
Can the change affect the project score as originally reflected in the TIP	NO

→ If you answered "yes" to ANY questions above please stop, you MUST prepare a TIP amendment recommendation to the Work Program Committee for review and approval.
If you answered "no" to ALL questions above, please go on to items (2) and (3) below.

In the table below, add as many rows for fund changes as necessary, and/or use as many sheets as necessary.

	(2) Current TIP Listing	(3) Proposed TIP Listing
TIP Project ID:	SOL970051	SOL970051
EA #:		
Sponsor:	CITY OF VACAVILLE	City of Vacaville
Fund Source	STP - G	STP-G
Amount:	$197,000	$267,000
Fiscal Year:	1998/1999	1999/2000
Fund Milestone:	1998/1999	1999/2000
Project Milestone:	1998/1999	1999/2000
Project Description:	LEISURE TOWN (A) VACAVILLE ROAD OVERLAY AND DITCH REGRADE	(Same)
Project Notes:	MATCHING FUNDS WILL INCREASE TO A TOTAL OF $35,000	

Required Signatures

TIP Amendment No. 97-

William F. Hein, Deputy Director, MTC — Date

Liaison, Finance Section — Date — << return fully executed copy to

David Murray, Finance Section — Date — << return fully executed copy to

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Dan Christians
RE: Letter to Caltrans Supporting Solano Bikeway

The original concept for the Solano Bikeway Project was adopted as part of the 1995 Countywide Bicycle Plan. Since then, numerous design studies, environmental analyses, and Caltrans requirements have been completed by the STA and City of Vallejo, the project sponsor.

Since February 1998, the City of Vallejo has been actively working with Caltrans District 4 staff to secure all of the necessary permits to construct this 1.8-mile Class 1 bike route connecting Columbus Parkway to Hiddenbrooke Parkway.

On June 24, 1999, the City of Vallejo opened bids. The lowest bid received was $789,000, within the $793,000 construction budget. If the project does not move forward expeditiously this construction season, the regional TFCA grant from the Bay Area Air Quality Management District and the low bid received by City of Vallejo could be in jeopardy. On June 29, 1999, STA staff (Daryl Halls and Dan Christians) joined Vallejo staff at a meeting with BAAQMD staff to support the County for this project.

The City of Vallejo is expected to award the construction contract at their City Council meeting on July 13, contingent upon obtaining all necessary approvals and encroachment permits to construct this project in Caltrans right-of-way. Other than a final soil analysis and some technical modifications to the plans and specifications, the City of Vallejo believes that they have adequately completed the designs and is requesting Caltrans to issue all required permits no later than September 1, 1999.

Attached is a letter of support addressed to Harry Yahata, Director of Caltrans District 4.

Fiscal Impact

None

Recommendation

Approve attached letter to Caltrans District 4 supporting issuance of all necessary permits to construct the Solano Bikeway located in City of Vallejo on the east side of I-80 between Columbus Parkway and Hiddenbrooke Parkway.

Attachment

July 14, 1999

Mr. Harry Yahata, District Director
Caltrans, District 4
P.O. Box 23660
Oakland, CA 94623-0660

RE: Solano Bikeway, Project No. 9954

Dear Mr. Yahata:

Since February 1998, the STA and the City of Vallejo have been actively working with your knowledgeable staff to secure all of the necessary permits to construct this significant bike route connecting Columbus Parkway to Hiddenbrooke Parkway. Thanks to Dianne Steinhauser, Saaid Fakharzadeh and Dan Cherrier, we have seen substantial progress to implement this project.

On June 24, 1999, the City of Vallejo opened bids. The lowest bid received was $789,000, within the construction budget. If the project continues to move forward expeditiously in the next few weeks, the regional TFCA grant from the Bay Area Air Quality Management District will be secured.

The City of Vallejo is expected to award the construction contract at their City Council meeting on July 13, contingent upon obtaining all necessary approvals and encroachment permits to construct this project in the Caltrans right-of-way. After completing all final requests from Caltrans District 4 staff on the plans and specifications, it is requested that all necessary permits be issued no later than September 1, 1999.

Successful projects like this one move forward because of the great partnership between our agencies. We appreciate your assistance in helping the City of Vallejo secure all the necessary permits and allow this project, which is strongly supported by the STA Board and the Solano Bicycle Advisory Committee to move forward. If you have any questions, please call Gary Leach of City of Vallejo at (707) 648-4316 or Dan Christians of the STA at (707) 438-0654.

Sincerely,

Rischa Slade, Chair
Solano Transportation Authority

Cc: Diane Steinhauser, Caltrans District 4
Taner Aksu, City of Vallejo PWD

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Dan Christians
RE: Adjustments to 1998-99 STA Budget and Incorporate Priority Projects into 1999-00 Budget

The STA Board approved the 1999-00 budget on April 14, 1999. As part of the budget, staff included the 1998-99 budget without the final budget amounts for several items. These include line items for the federal lobbyist ($19,500) and the Solano Transportation Plan ($18,920) to reflect some carryover expenditures from the prior year budget. It also did not include an additional $5,000 programmed by the STA Board for the Jepson Parkway Concept Plan (increasing it from $37,000 to $42,000), decreasing the $3,000 miscellaneous project development item, and reducing the federal lobbyist from $19,500 to $17,500.

At the April STA Board meeting, project development funds were also approved for specific priority projects. These amounts are now shown in the STA 1999-00 budget (see attached).

Fiscal Impact

None. This action adjusts the final 1998-99 budget, to reflect all final budget actions made by the STA Board for the year. These adjustments are reflected in the attachment.

Recommendation

Approve the final adjustments to 1998-99 STA budget and incorporate approved priority projects into 1999-00 STA budget.

Attachment

STA 1999-00 BUDGET

Expenditures	Amended 1998-99 Budget	1999-00 Budget	
Operations			
Salaries & Benefits	$410,744	$420,000	
Stipends	$6,600	$6,600	
Services/Supplies	$205,486	$205,000	
Contingency	$500	$30,000	
Subtotal	**$623,330**	**$661,600**	
Project Development			
Bike Route Implementation	$19,971	$15,000	
Capitol Corridor	$5,000	$5,000	
Federal Lobbyist	$17,500	$25,000	
Travel Safety Study	$25,000		
Solano Bikeway Environmental	$10,000		
I-80 Reliever Route	$42,000	$15,000	
Electric Vehicles	$5,000	$5,000	
Solano Transportation Plan	$18,920	$10,000	
Mare Island Access Study	$10,000		
Miscellaneous Project Development	$0	$25,000	
Subtotal	**$153,391**	**$100,000**	
Programs			
I-80 Reliever Route	$630,000	$821,000	*
Fairfield/Suisun Rail Station	$591,000	$591,000	*
SolanoLinks (Transit Marketing/Planning)	$128,825	$128,825	
Local Match for Bus Puchases (TFCA/STAF Grants)	$200,000	$200,000	*
Abandoned Vehicle Abatement Grants	$305,000	$305,000	
TFCA Air Quality Program Manager Grants (BAAQMD)	$394,975	$326,393	
Solano Paratransit Operations	$290,075	$288,630	
City Link	$115,000	$115,000	
BikeLinks Maps	$8,000	$8,000	
Dixon-Davis Bike Route (Old Davis Road)	$50,000	$50,000	
Subtotal	**$2,712,875**	**$2,833,848**	
TOTAL	**$3,489,596**	**$3,595,448**	

Revenues	Amended 1998-99 Budget	1999-00 Budget	
Current Year Revenues			
TDA Planning & Admin.	$252,374	$262,470	
STP Planning	$140,000	$140,000	
Gas Tax Contributions	$252,374	$262,470	
TDA Solano Paratransit Operations	$283,630	$283,630	
BAAQMD-TFCA Program/Grant/Interest	$344,472	$342,001	
Abandoned Vehicle Abatement	$295,000	$295,000	
YSAQMD CityLink Grant/Fares	$110,000	$110,000	
YSAQMD BikeLinks	$8,000	$8,000	
YSAQMD Dixon - Davis Bike Route	$50,000	$50,000	
BAAQMD Citylink	$5,000	$5,000	
TCI Grant	$591,000	$591,000	*
STIP Funds	$630,000	$821,000	*
State Transit Assistance (SolanoLinks)	$128,825	$128,825	
Local Match for Section 3 Grant (STAF)	$200,000	$200,000	*
Subtotal	**$3,290,675**	**$3,499,396**	
Use of Fund Balance			
Abandoned Vehicle Abatement	$15,000	$15,000	
BAAQMD-TFCA Program	$67,726	$0	
Gen Op & Proj Dev Fund Balance for Proj Dev	$109,751	$76,052	**
Gen Op Fund Balance for Solano Paratransit	$6,445	$5,000	
Subtotal	**$198,922**	**$96,052**	
TOTAL	**$3,489,596**	**$3,595,448**	

Rev. 7/7/99

* Carried over from 1998/99

** Includes fund balance of $41,580 from Project Development and $34,472 from General Operations

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Dan Christians
RE: 1999-00 Bike Implementation Services Contract with ALTA Consulting

On June 3, 1999, the Bicycle Advisory Committee reviewed their needs and budget for next year. Their proposed scope of work is attached.

As part of the 1999-00 STA Project Development activities, Bike Route Implementation was provided a $15,000 budget. In addition, $8,000 was budgeted for the update of the BikeLinks maps. Since then the YSAQMD has advised the STA that they will approve $5,000 of Clean Air funds for the update of these very popular maps. The BAC will also try and obtain private and other public sponsors similar to last year when $3,100 was raised.

The BAC has been pleased with the results of ALTA Consulting, the firm that prepared the South County Bicycle Plan Update, the Dixon-Davis Project Study Report Update and the BikeLinks maps. At the last BAC meeting, it was recommended that a contract in the amount of $20,000 be approved for 1999-00 Bike route implementation activities as described in the scope of work. If additional funds from sponsors are received, we would apply that amount towards printing costs.

Fiscal Impact

The contract will require $20,000 from the 1999-00 STA budget, including $15,000 from Project Development and $5,000 from the YSAQMD to update the BikeLinks maps.

Recommendation

Approve 1999-00 bike implementation services contract with ALTA Consulting, not to exceed $20,000.

Attachment

1999-00 BIKE ROUTE IMPLEMENTATION ACTIVITIES

SCOPE OF WORK

1. Update the Solano Countywide Bicycle Plan by incorporating new or amended routes into the plan map, and incorporating new and amended text into the 1995 Bicycle Plan document and 1997 Executive Summary. Particular attention would be given to updating the central Solano County area (Vacaville, Fairfield and Suisun City).

2. Update and reprint the BikeLinks maps including the new city maps for Vacaville, Fairfield, and Suisun City.

3. Prepare funding applications for YSAQMD Clear Air Funds and other funding sources that may be available next year.

4. Recommend to Caltrans a bike route connection from the Class 1 bike route being planned as part of the Highway 37 widening and interchange project at Highway 29.

STA
Solano Transportation Authority

DATE: July 6, 1999
TO: STA Board
FROM: Matt Todd
RE: STA TDA/STAF Claim for 1999-00

The STA Board approved the 1999-00 Planning and Administration budget on April 14. The Planning and Administration TDA budget was approved by the Board for the amount of $262,470. This will cover approximately 40% of the STA's planning and administration costs.

The STA Board approved the 1999-00 Solano Paratransit budget on April 14 as well. This TDA claim will cover the costs related to the operation of the Solano Paratransit service. The Solano Paratransit service claim amount was approved by the Board for the amount of $259,130. This is the same amount as last year's budget.

The Consortium marketing and planning effort is budgeted to be up to $128,825 for 1999-00 with $40,000 being provided by City of Vallejo State Transit Assistance and the other $88,825 of State Transit Assistance (STAF) funds provided by the other Solano transit operators. The amount of STAF requested for this effort will be $88,000 based on the contract and scope of work recommended in item VII. C. Contract for 1999-00 SolanoLinks Marketing Program. This amount will be split on a 68.95/31.05% based on the SolanoLinks MOU.

This claim will also reclaim funds not spent in 1998-99 in the amount of $31,000. The funds being claimed will actually be unspent operations funds the STA will return to the local transportation fund. This will cover capital costs for 1998-99 that can not be spent with the funds that were claimed for operations. The costs will be reflected in the 1998-99 fiscal year and the program will remain within budget.

Fiscal Impact
The revenue from this claim is budgeted for in both the 1998-99 and 1999-00 STA Budget.

Recommendation

Approve the STA TDA/STAF claim for 1999-00 planning and administration, Solano Paratransit and SolanoLinks Marketing activities and the attached resolution.

Attachments

RESOLUTION NO. 99-

RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY AUTHORIZING THE FILING OF A CLAIM WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT/STATE TRANSIT ASSISTANCE FUNDS FOR FISCAL YEAR 1999-2000

WHEREAS, the Transportation Development Act (TDA), (Pub. Util. Code Section 99200 et seq.), provides for the disbursement of funds from the Local Transportation Fund of the County of Solano for use by eligible claimants for the purpose of transit operations, planning, and administration; and

WHEREAS, pursuant to the provisions of the TDA, and pursuant to the applicable rules and regulations thereunder (21 Cal. Admin. Code Section 6600 et seq.), a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Metropolitan Transportation Commission; and

WHEREAS, the State Transit Assistance Fund (STAF) is created pursuant to Public Utilities Code 99310 et seq., and

WHEREAS, the STAF makes funds available pursuant to Public Utilities Code 99313.6 for allocation to eligible applicants to support approved transit projects; and

WHEREAS, TDA funds from the Local Transportation Fund of Solano County will be required by claimant in Fiscal Year 1999-2000 for the purposes of operating Solano Paratransit and planning and administrative services; and

WHEREAS, the Solano Transportation Authority is an eligible claimant for TDA and STAF pursuant to Public Utilities Code Sections 99400, 99402, and 99313 as attested by the opinion of Solano County Counsel dated June 11, 1999.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority Executive Director or his designee is authorized to execute and file an appropriate TDA/STAF claim together with all necessary supporting documents, with the Metropolitan Transportation Commission for an allocation of TDA/STAF monies in Fiscal Year 1999-2000.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the Metropolitan Transportation Commission in conjunction with the filing of the claim; and the Metropolitan Transportation Commission be requested to grant the allocations of funds as specified herein.

_____

Rischa Slade, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of July, 1999.

_____

Daryl K. Halls, Executive Director
Solano Transportation Authority

MTC Local Fund Application - Article 8 Checklist
Article 8 Application Review Checklist
Solano Transportation Authority
June 10, 1999
FY00

Document Name	Document Description	Submitted
Document A(a)	Basic Information	X
Document A(b)	Claim Summary	X
Document B:	Authorizing Resolution	
Document C:	Opinion of Counsel	X
Document D:	Environmental Documentation (Including "Notice of Exemption" if applicable)	X
Document E:	Description of Applicant and System	X
Document F(a):	Reporting System - Operations	X
Document F(b):	Regional Reporting - Performance	X
Document F(c):	Regional Reporting - Capital	X
Document H(b):	Maximum Allocation Worksheet Fares Plus Local Match	X
Document I(a):	Applicant Eligibility Fare Plus Local Match Ratio	X
Document J(b):	Standard Assurances	X
Copy(ies) of Current Service Contract(s) (Only for transit and paratransit services provided under contract)		X
California Highway Patrol Certification of claimant participation in CHP "Pull Notice System" (if claimant employs bus drivers)		N/A

MTC Local Fund Application - Document A (a)
Basic Information
Solano Transportation Authority
June 10, 1999
FY00

Claim Applicant Information

Applicant

1	Applicant Code	SL
2	Applicant Name	Solano Transportation Authority
3	Street Address	333 Sunset Avenue Suite 200
4	City	Suisun City
5	ZIP Code	94585
6	County	Solano

Applicant Personnel

7	Authorized Signature Name	Daryl K. Halls
8	Authorized Signature Title	Executive Director
9	CFO Name	Daryl K. Halls
10	CFO Title	Executive Director
11	Contact Name	Matt Todd
12	Contact Title	Project Manager
13	Contact Person's Telephone	(707) 438-0655
14	Contact Person's FAX	(707) 438-0656
15	Contact E-Mail Address	stamtodd@pacbell.net

Claim Information

16	Fiscal Year (CCYY)	2000
17	Claim Date (mm/dd/yyyy)	06/10/99

Transit Modes Appearing on Claim

	Mode Code	Mode Name	Service Name
18	DR	Demand Response	Solano Paratransit
19			
20			
21			
22			
23			
24			

MTC Local Fund Application - Document A (b)
Claim Summary
Solano Transportation Authority
June 10, 1999
FY00

TDA Operating Fund Request

Article	Purpose	PUC		Amount	Apportionment Area
TDA 8	Transit Operating	99400 (c)		13,309	Dixon
TDA 8	Transit Operating	99400 (c)		93,362	Fairfield
TDA 8	Transit Operating	99400 (c)		1,039	Rio Vista
TDA 8	Transit Operating	99400 (c)		14,692	Solano County
TDA 8	Transit Operating	99400 (c)		29,194	Suisun
TDA 8	Transit Operating	99400 (c)		107,533	Vacaville
TDA 8	Planning & Admin	99400 (d)		19,055	Benicia
TDA 8	Planning & Admin	99400 (d)		9,887	Dixon
TDA 8	Planning & Admin	99400 (d)		62,672	Fairfield
TDA 8	Planning & Admin	99400 (d)		2,682	Rio Vista
TDA 8	Planning & Admin	99400 (d)		13,958	Solano County
TDA 8	Planning & Admin	99400 (d)		17,994	Suisun
TDA 8	Planning & Admin	99400 (d)		60,004	Vacaville
TDA 8	Planning & Admin	99400 (d)		76,219	Vallejo
			TDA Operating Total	521,600	

STA Operating Fund Request

Article	Purpose	PUC	STA fund	Amount	Apportionment Area
	Planning & Admin	99313.	Northern County	60,676	Directly Apportioned
	Planning & Admin	99313.	Small Operator	27,324	Vallejo
			STA Operating Total	88,000	

Other Operating Fund Request

AB 1107 Total	0
Feeder Bus Total	0
Total Operating	609,600

TDA Capital Fund Request

Article	Purpose	PUC		Amount	Apportionment Area
TDA 8	Capital	99400 (e)		10,303	Fairfield
TDA 8	Capital	99400 (e)		1,992	Solano County
TDA 8	Capital	99400 (e)		4,801	Suisun
TDA 8	Capital	99400 (e)		12,897	Vacaville
			TDA Capital Total	29,993	

STA Capital Fund Request

Article	Purpose	PUC	STA fund	Amount	Apportionment Area
	Capital	#N/A		0	
	Capital	#N/A		0	
	Capital	#N/A		0	
	Capital	#N/A		0	
			STA Capital Total	0	

Other Capital Fund Request

AB 1107 Total	0
Net Toll Revenue	0
Feeder Bus Total	0
Total Capital	29,993

Article 8 Streets and Roads

Article 8 Streets and Roads	0

The above named applicant hereby applies for an allocation of Transportation Development Act (TDA), State Transit Assistance (STA), Bridge Toll, AB 1107 and/or Feeder Bus funds, in the amount(s) and for the purposes as specified above. Applicant acknowledges that payment by a county auditor of an allocation made by MTC is subject to such monies being on hand and available for distribution, and agrees to the provision that such monies be used only in accordance with the terms of the allocation instruction issued by MTC.

Signature of Authorized Individual: _____
Name of Authorized Individual: Daryl K. Halls
Title of Authorized Individual: Executive Director
Date: _____

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

05-15-99P03:56 RCVD

CITY OF VACAVILLE

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

DATE: June 11, 1999

TO: Metropolitan Transportation Commission

FROM: Solano Transportation Authority Legal Council

RE: Eligibility for Transportation Development Act and/or State Transit Assistance Funds

This communication will serve as the requisite opinion of counsel in connection with the application of the Solano Transportation Authority for an allocation of Transportation Development Act (TDA) and/or State Transit Assistance (STA) funds.

1. The Solano Transportation Authority is authorized to provide and assist public transportation by acquisition, construction, and operation of existing or additional transit facilities. This assistance may be provided directly, or by contractual arrangements with other parties.

2. The Solano Transportation Authority is an eligible claimant for Transportation Development Act (TDA) funds pursuant to PUC Sections 99400 and 99313.

3. I have reviewed the pertinent state and local laws, and I am of the opinion that there is no legal impediment to the Solano Transportation Authority making applications for TDA and/or STA funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects or the ability of the Solano Transportation Authority to carry out such projects.

Sincerely,

CHARLES O. LAMOREE
Vacaville City Attorney
and Special Counsel to the
Solano Transportation Authority

COL:cm

DEPARTMENTS: Area Code (707)

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

FILED

June 14, 1999

Michael D. Johnson, Clerk of the Board of Supervisors of the County of Solano, State of California

By Myra Chirila, Deputy

Document D

NOTICE OF EXEMPTION

To: County Administrator
County of Solano
580 Texas Street
Fairfield, CA 94533

From: Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

Project Title: 1999-2000 Transportation Development Act (TDA) and State Transit Assistance (STA) Claims

Project Location: Solano County

Description of Nature, Purpose, and Beneficiaries of Project:

This is the annual TDA/STA claim to the Metropolitan Transportation Commission (MTC) for State Transportation Development Act funds to pay for transportation planning, administration, intercity paratransit service (Solano Paratransit) and intercity transit coordination implementation activities for the Solano Transportation Authority.

Name of Public Agency Approving Project:

Solano Transportation Authority

Exempt Status:

_X_ Categorical Exemption. Class 1, Existing Facilities

Reasons why project is exempt:

This funding will continue the provision of transportation planning, administration, intercity paratransit services and intercity transit coordination activities in Solano County.

Contact Person: Matt Todd, Project Manager
707-438-0655

Date Received for Filing: June 14, 1999

Daryl K. Halls 6/9/99
Daryl K. Halls
Executive Director

Date Filed

THIS DOCUMENT POSTED FROM

_____ TO _____

DEPUTY CLERK OF THE

Document E(a)

This claim is for both the operations of Solano Paratransit as well as the Planning and Administration monies.

1. Service and Operations Descriptions

   (a) Solano Paratransit provides paratransit services primarily for intercity trips for the residents of the cities of Dixon, Fairfield, Suisun City, Rio Vista, Vacaville, and unincorporated Solano County.

   (b) The service is a demand response service.

   (c) The service operates from 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on Saturday, excluding holidays.

   (d) N/A

   (e) Solano Paratransit uses a fare structure based on the actual length of the trip provided. We will have the following fares in effect on July 1, 1998. Ticket books can be purchased for the system at transit offices, senior centers, and local government offices.

0-15 miles	2.00
15.1-25 miles	4.00
25.1-35 miles	6.00
35.1-45 miles	8.00

   For trips beyond 45 miles in length, the mileage beyond 45 miles will be charged at $0.20 per mile.

   (f) N/A

   (g) N/A

2. Service Coordination

   (a) All the required ADA coordination arrangements are currently in place and documented by the ADA Compliance Plan Update of 1996.

   (b) The SolanoLinks Consortium work plan for FY 1999-2000 is proposed to perform follow up activities to the 5 Year Intercity Transit Plan as well as continuing to perform a comprehensive marketing effort of transit services in Solano.

   The State Transit Assistance portion of the claim is intended to implement the

action plans of that study in accordance with SB1474.

3. Efficiency and Effectiveness

   (a) N/A

   (b) N/A

4. Description of Capital Program

   (a) N/A

   (b) N/A

   (c) The Solano Paratransit operation is specified in the most recent Solano County Transportation Plan Update

   (d) N/A

   (e) N/A

5. Significant Budget Provisions

   (a) N/A

   (b) N/A

   (c) N/A

   (d) N/A

6. Service Contracts

   N/A

7. Applicant's Financial and Management Information Data

   N/A

8. Planning and Administration

   (a) The total planning and administration budgeted under TDA Section 99400(d) for the STA in 1999-2000 is $262,470. Approximately $7,500 of that budget is devoted exclusively to contract administration and planning related to the Solano Paratransit service.

The remaining $254,970 in funds will support functions performed by STA staff in relation to the Paratransit Coordinating Committee, the unmet needs process, transit and transportation planning, and other administrative services performed by the STA.

State Transit Assistance monies will primarily be used to fund the SolanoLinks Consortium. The SolanoLinks Consortium will perform activities such as transit information and marketing, paratransit and intercity transit coordination and organizational coordination.

(b) Planning and administration monies will be used to cover costs in the attached STA Budget for 1999-2000.

9. Description of Unmet Needs

N/A

MTC Local Fund Application - Document F (a)
Operating Expenses and Revenues
Solano Transportation Authority
June 10, 1999
FY00

	System Wide			Demand Response - Solano Paratransit		
	Past Actual FY98	Current Adjusted FY99	Proposed FY00	Past Actual FY98	Current Adjusted FY99	Proposed FY00
Operating Expenses - Functional Class						
1. Vehicle Operations	232,463	225,000	288,630	232,463	225,000	288,630
2. Vehicle Maintenance	0	0	0			
3. Non-Vehicle Maintenance	0	0	0			
4. General Administration	10,493	7,500	7,500	10,493	7,500	7,500
5. Adjustment	0	0	0			
6. Total Expenses	**242,956**	**232,500**	**296,130**	**242,956**	**232,500**	**296,130**
7. Memo Item	0	0	0			
Operating Expenses - Object Class						
8. Labor, Operators	0	0	0			
9. Labor, Others	0	0	0			
10. Fringe Benefits	0	0	0			
11. Services	0	0	0			
12. Fuel and Lubricants	0	0	0			
13. Tires and Tubes	0	0	0			
14. Other Materials and Supplies	0	0	0			
15. Utilities	0	0	0			
16. Casualty and Liability	0	0	0			
17. Purchased Transportation	242,956	232,500	296,130	242,956	232,500	296,130
18. Interest Expense	0	0	0			
19. Leases and Rentals	0	0	0			
20. Other	0	0	0			
21. Adjustment	0	0	0			
22. Total Expenses	**242,956**	**232,500**	**296,130**	**242,956**	**232,500**	**296,130**
23. Depreciation	0	0	0			
24. Memo Item	0	0	0			
Revenues - Operating						
25. Farebox	0	0	0			
26. Charter Service	18,607	17,500	24,500	18,607	17,500	24,500
27. Other Non-Farebox	0	0	0			
Revenues - Non-Operating						
28. General Fund	0	0	0			
29. Property Tax Directly Levied	0	0	0			
30. Sales Tax Directly Levied	0	0	0			
31. County Sales Tax - Contributed by others	0	0	0			
32. FTA Section 5307	0	0	0			
33. FTA Section 5303 Planning	0	0	0			
34. Subsidy from Other Sectors of Operation	4,007	6,445	5,000	4,007	6,445	5,000
35. Bridge Tolls	0	0	0			
36. Feeder Bus Funds	0	0	0			
37. AB1107	0	0	0			
38. Other Non-Operator Sources	0	0	0			
39. Other Operator Sources	10,043	10,000	0	10,043	10,000	0
TDA						
40. TDA 8 - Transit Operating - Dixon	5,770	5,158	13,309	5,770	5,158	13,309
41. TDA 8 - Transit Operating - Fairfield	60,078	64,767	93,362	60,078	64,767	93,362
42. TDA 8 - Transit Operating - Rio Vista	1,565	955	1,039	1,565	955	1,039
43. TDA 8 - Transit Operating - Solano County	15,105	11,845	14,692	15,105	11,845	14,692
44. TDA 8 - Transit Operating - Suisun	26,286	30,569	29,194	26,286	30,569	29,194
45. TDA 8 - Transit Operating - Vacaville	91,001	77,759	107,533	91,001	77,759	107,533
46. TDA 8 - Planning & Admin - Benicia	17,524	18,391	19,055	17,524	18,391	19,055
47. TDA 8 - Planning & Admin - Dixon	8,440	9,179	9,887	8,440	9,179	9,887
48. TDA 8 - Planning & Admin - Fairfield	55,988	59,847	62,672	55,988	59,847	62,672
49. TDA 8 - Planning & Admin - Rio Vista	2,358	2,495	2,682	2,358	2,495	2,682
50. TDA 8 - Planning & Admin - Solano County	13,015	13,583	13,958	13,015	13,583	13,958
51. TDA 8 - Planning & Admin - Suisun	16,429	17,349	17,994	16,429	17,349	17,994
52. TDA 8 - Planning & Admin - Vacaville	54,249	57,225	60,004	54,249	57,225	60,004
53. TDA 8 - Planning & Admin - Vallejo	72,353	74,305	76,219	72,353	74,305	76,219
54.	0	0	0			
55.	0	0	0			
56.	0	0	0			
57.	0	0	0			
58.	0	0	0			
59.	0	0	0			
60.	0	0	0			
61.	0	0	0			
62.	0	0	0			
63.	0	0	0			
64.	0	0	0			
STA						
65. STA - Northern County - Directly Apportioned	170,000	88,825	60,676	170,000	88,825	60,676
66. STA - Small Operator - Vallejo	0	40,000	27,324		40,000	27,324
67.	0	0	0			
68.	0	0	0			
69.	0	0	0			
70.	0	0	0			
71.	0	0	0			
72.	0	0	0			
73.	0	0	0			
74.	0	0	0			
75. Total Revenue	**642,818**	**606,197**	**639,100**	**642,818**	**606,197**	**639,100**
76. Surplus/(Deficit)	**399,862**	**373,697**	**342,970**	**399,862**	**373,697**	**342,970**
77. Memo Item	0	0	0			

MTC Local Fund Application - Document F (b)
Annual Operating Data
Solano Transportation Authority
June 10, 1999
FY00

	System Wide			Demand Response - Solano Paratransit		
	Past Actual FY98	Current Adjusted FY99	Proposed FY00	Past Actual FY98	Current Adjusted FY99	Proposed FY00
Employees						
1. Total Employees	0	0	0			
Service Area Data						
2. Service Area (Square Miles)						
3. Population Within Service Area						
4. Number of Routes Operated	0	0	0			
Annual Patronage (Boardings)						
5. Adult	0	0	0			
6. Youth and Student	0	0	0			
7. Senior and Disabled	8,495	8,300	9,000	8,495	8,300	9,000
8. Inter-Operator Transfers (At Extra Fare)	0	0	0			
9. Total Revenue Passengers	**8,495**	**8,300**	**9,000**	**8,495**	**8,300**	**9,000**
10. Non Farepaying Transfers/Passengers	0	0	0			
11. Total Passengers	**8,495**	**8,300**	**9,000**	**8,495**	**8,300**	**9,000**
Average Passengers						
12. Average Weekday Passengers	33	32	35	33	32	35
13. Average Saturday Passengers	5	5	5	5	5	5
Vehicles Operated In Maximum Service						
14. Maximum Weekday Vehicles Operated	3	3	3	3	3	3
15. Maximum Weekend Vehicles Operated	1	1	1	1	1	1
Annual Vehicle Miles						
16. Revenue Vehicle Miles	136,992	136,000	142,000	136,992	136,000	142,000
17. Non-Revenue Vehicle Miles	0	0	0			
18. Total Vehicle Miles	**136,992**	**136,000**	**142,000**	**136,992**	**136,000**	**142,000**
Annual Vehicle Hours						
19. Revenue Vehicle Hours	5,651	5,273	5,700	5,651	5,273	5,700
20. Non-Revenue Vehicle Hours	200	529	500	200	529	500
21. Total Annual Vehicle Hours	**5,851**	**5,802**	**6,200**	**5,851**	**5,802**	**6,200**

MTC Local Fund Application - Document F (c)
Capital
Solano Transportation Authority
June 10, 1999
FY00

Project Name	Proposed FY00	Proposed FY00
1. Project Name	**System Wide Summary**	**Vehicle Repairs**
Total Capital Project Cost		
2. Total Capital Project Cost	31,000	31,000
Capital Project Revenue Source		
3. FTA Section 5309	0	
4. FTA Section 5307	0	
5. FTA Section 5310	0	
6. FTA Section 5311	0	
7. FTA Section 5314	0	
8. Transit District Sales Tax	0	
9. State Public Transit Account	0	
10. County Half Cent Sales Tax	0	
11. City/County General Fund	0	
12. Developer Extractions	0	
13. TEA	0	
14. AB 434	0	
15. Local Funds	0	
16. Prop 116	0	
17. Safe Harbor Leasing	0	
18. SFMRIC	0	
19. San Francisco General Fund	0	
20. Transit Impact Development Fee	0	
21. Transfers from Other Sectors of Operations	0	
22. Feeder Bus Funds	0	
23. Net Toll Revenue (Bridge Toll)	0	
24. AB 1107	0	
25. Other 1	0	
26. Other 2	0	
27. TDA 8 - Capital - Dixon	844	844
28. TDA 8 - Capital - Rio Vista	163	163
TDA		
29. TDA 8 - Capital - Fairfield	10,303	10,303
30. TDA 8 - Capital - Solano County	1,992	1,992
31. TDA 8 - Capital - Suisun	4,801	4,801
32. TDA 8 - Capital - Vacaville	12,897	12,897
STA		
33. STA - Capital -	0	
34. STA - Capital -	0	
35. STA - Capital -	0	
36. STA - Capital -	0	
37. **Total Project Revenue**	31,000	**31,000**

Page 1 (Spreadsheet Revised March 1, 1999)

MTC Local Fund Application - Document H (b)
Maximum Allocation Worksheet
Solano Transportation Authority
June 10, 1999
FY00

	Proposed FY00
Farebox Revenue	
1. Farebox revenue excluding service extensions	24,500
2. Farebox revenue of service extensions	
3. **Total Farebox Revenue**	24,500
Local Match Revenue	
4. Auxiliary transportation revenue	
5. Taxes directly levied	
6. Local cash grants and reimbursements	
7. Local special fare assistance	
8. Subsidy from other sectors of operation	5,000
9. Resolution 1209 Federal cash grants and reimbursements	
10. Private cash contributions (attach explanation)	
11. Funds from the Older Americans Act of 1965	
12. Funds from a Regional Center	
13. Contributed services (contra account only)	
14. **Total Local Match Revenue**	5,000
15. **Total Farebox plus Local Match Revenue**	29,500
State And Federal Operating Assistance	
16. State cash grants and reimbursements	
17. Federal cash grants and reimbursements	
18. **Total State and Federal Operating Assistance**	0
Other Operating Revenue	
19. Other operating revenue	
20. Other non-operating revenue	
21. **Total Other Operaing Revenue**	0
Total Revenue	
22. **Total Revenue (excluding TDA & STA)**	29,500
Operating Cost	
23. Operating costs excluding service extensions	296,130
24. Operating costs of service extensions.	
25. **Total Operating Cost**	296,130
Operating Deficit	
26. **Operating Deficit**	266,630
Exclusions And Exemptions	
27. Depreciation and amortization	
28. Charter service	
29. Vehicle lease	
30. Commuter rail service	
31. Service extension	
32. Ridesharing	
33. Extraordinary liability claim costs	
34. Performance audit expense	
35. Special planning study	
36. Paratransit coordinating council staffing	
37. **Total Exclusions and Exemptions**	0
Farebox Ratios	
38. **TDA-Adjusted Operating Cost**	296,130
39. **TDA Farebox Recovery Ratio**	8.3%
40. **TDA Farebox Plus Local Support Recovery Ratio**	10.0%
Maximum Allocations	
41. Operating Deficit	266,630
42. TDA for capital purposes.	31,000
43. STA for capital purposes.	
44. TDA for other purposes.	262,470
45. STA for other purposes.	88,825
46. **Total Maximum Allocation**	648,925
47. TDA for qualified service extension	
48. STA for qualified service extension	

Page 1 (Spreadsheet Revised March 1, 1999)

MTC Local Fund Application - Document I (a)
Eligibility Statement - Fare Ratio
Solano Transportation Authority
June 10, 1999
FY00

I ARTICLE 4 FAREBOX RECOVERY RATIO OPTIONS
(Choose one of the designations below)

	PUC	Proposed FY00
1. Operator serves an urbanized area, and ratio is 1978-79 base year or 20 percent (whichever is greater).	99268.2 99268.3	_____
2. Operator within BART counties request a farebox exemption under PUC 99270.5 (Operator's services are coordinated with BART.)	99270.5	_____
3. Operator serves a non-urbanized area, ratio is 1978-79 base year or 10 percent (whichever is greater).	99268.2 99268.4	_____
4. Operator is in a county with 500,000 population or less and serves an urbanized area. MTC may set the required ratio of fare revenue to operating costs at not less than 15 percent (see instructions for additional documentation).	99268.12	_____

II ARTICLE 4.5 and 8 FAREBOX PLUS LOCAL MATCH REQUIREMENT
(Choose one of the designations below)

5. Operator qualifies as "Special Transit Service" claimant; fare/"local match" requirement is 10 percent. (See MTC Resolution No. 1209).	99268.5	10.0%
6. Operator does not qualify as "Special Transit Service" claimant; "local match" requirement is 20 percent. (See MTC Resolution No. 1209).	99268.5	_____
7. Operator is in a county with 500,000 population or less and serves an urbanized area. MTC may set the required ratio of fare revenue to operating costs at not less than 15 percent (see instructions for additional documentation).	99268.12	_____

III NON-COMPLIANCE WITH FAREBOX RECOVERY RATIO OR FAREBOX PLUS LOCAL MATCH RECOVERY RATIO REQUIREMENT

8. Operator has failed to comply with fare ratio or local match requirement indicated above during the following FY(s) (Please refer to TAB IV for a discussion of Penalty Due to Noncompliance.)
PUC 99268.9
93-4, 94-5

IV NEW URBANIZED AREA EXEMPTION

9. Operator requests an exemption per PUC 99270.2 (Operator serves a newly designated urbanized area) _____

The undersigned do hereby certify that the above statements are true and correct and that the applicant will comply with certifications made.

Authorized Representative Signature: _____
Name: Daryl K. Halls
Title: Executive Director
Date: _____

Chief Financial Officer or Equivalent Signature _____
Name: Daryl K. Halls
Title: Executive Director
Date: _____

MTC Local Fund Application - Document J (b)
Standard Assurances - Article 4.5 & 8
Solano Transportation Authority
June 10, 1999
FY00

Please "X" those paragraphs that applicant is certifying:

_X_ A. Applicant certifies that it has submitted a satisfactory independent fiscal audit with the required compliance statement to MTC and the State Controller, pursuant to Pub. Util. Code §99245 and 21 Cal. Code of Regs. §6664, for the prior fiscal year (project year minus one).

_X_ B. Applicant certifies that it has submitted a State Controller's report in conformance with the Uniform System of Accounts and Records to MTC and the State Controller pursuant to Pub. Util. Code §99243, for the prior year (project year minus two). Applicant further assures that this report will be completed for the current fiscal year (project year minus one).

_X_ C. Applicant certifies that it is regularly participating in the activities of its county's Paratransit Coordinating Council (PCC). (See MTC Resolution No. 1209, revised). (See MTC Resolution No. 1209, revised).

_X_ D. (FOR STA FUNDS) Applicant for STA funds certifies that it is making full use of federal funds available under the Intermodal Surface Transportation Efficiency Act of 1991.

E. All applicants must certify the following:

_X_ a. if applicant is an operator and offers reduced fares to senior citizens and disabled persons, applicant will honor either the federal Medicare identification card or the California Department of Motor Vehicles senior citizen identification card as well as the Regional Transit Connection Discount Card; and

_X_ b. if applicant is an operator and offers reduced fares to senior citizens, applicant will also offer the identical reduced fare to disabled patrons.

___ F. (APPLIES TO ARTICLE 8 RECIPIENTS) Applicant that is a municipal operator (as defined under Pub. Util. Code §99209) certifies that it has submitted a copy of the California Highway Patrol (CHP) certification which was issued within the last 13 months indicating compliance with Vehicle Code §1808.1 (CHP "pull notice system and periodic reports"). (Pub. Util. Code §99251.)

_X_ G. Applicant certifies that it does not require that a person be a resident of the applicant's service area in order to qualify for service.

_X_ H. (FOR STA FUNDS) Applicant for STA funds certifies that it has current SB 602 "joint fare revenue sharing agreements" in place with transit operators in the MTC region with which its service connects, and that it has submitted copies of all such current agreements to MTC.

The undersigned hereby certifies that the above statements are true and correct and further certifies that applicant will comply with the certifications made.

Authorized Representative Signature: _____

Name: Daryl K. Halls

Title: Executive Director

Date: _____

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Daryl K. Halls
RE: Cancel August STA Board Meeting

Fiscal Impact

None

Recommendation

Approve the cancellation of the August STA Board meeting.

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Dan Christians
RE: Letter of Support for Vallejo Regional TFCA Application

The City of Vallejo has submitted an application to the Bay Area Air Quality Management District (BAAQMD) for a $200,000 grant from the Regional Transportation Fund for Clean Air (TFCA) program to purchase an electric bus for the Mare Island shuttle bus.

This shuttle provides timed transfers from the Baylink ferry service to the various agencies and businesses, such as the National Parks Service, that have recently located to Mare Island. The bus service provides critical feeder bus service to the regional ferry service and the electric bus will be the first of its kind in Solano County.

The STA has already approved 1999-00 TFCA Program Manager funds totaling $62,000 for the fast charger facility for the bus and $20,000 to pay a portion of the shuttle service operations.

Recommendation:

Approve the attached letter of support for the City of Vallejo application for Regional TFCA funds for the purchase of the Mare Island Electric Shuttle Bus.

Attachment

July 14, 1999

Mr. Ed Miller
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA

Re: City of Vallejo Regional TFCA Application for Mare Island Electric Shuttle Bus

Dear Mr. Miller:

Please be advised that the Solano Transportation Authority Board fully supports the application made by the City of Vallejo for a Regional Transportation Fund for Clean Air Application for an electric bus for the Mare Island Shuttle.

This shuttle bus is critical for meeting the growing transportation needs of Mare Island, one of the largest redevelopment projects in Solano County and the North Bay. Recent tenants such as the National Parks Service have located to Mare Island because of its prominent location near the Baylink Ferry Terminal, a major regional ferry service between Vallejo and San Francisco.

The proposed electric bus will achieve substantial daily ridership, reduce a large amount of daily vehicle trips and have zero air emissions. This will be the first electric shuttle bus in Solano and will provide a very high profile public service.

The STA has already committed 1999-00 TFCA Program Manager funds in the amount of $62,000 for a fast charging station and $20,000 towards the operation of the shuttle. Promoting this regional ferry service with feeder buses continues to be a high priority of the STA and the City of Vallejo.

Therefore, we respectfully request that the BAAQMD approve this application.

Sincerely,

Rischa Slade, Chair
Solano Transportation Authority

Cc: Bill Carroll, Solano County Board of Supervisors
Pam Belchamber, City of Vallejo

STA
Solano Transportation Authority

DATE: July 6, 1999
TO: STA Board
FROM: Matt Todd
RE: Paratransit Coordinating Council (PCC) Goals for 1999

At the April meeting, the PCC prioritized and approved goals for 1999. The PCC is appointed by the Board and also serves in an advisory role to the Board. The PCC requests that the STA Board approve the 1999 Solano PCC Goals approved by the PCC.

Fiscal Impact

None

Recommendation

Approve the goals approved by the PCC.

Attachment

1999 Solano PCC Goals

1. Increase and/or maintain a high level of participation from new and existing members
   - Fill vacant positions
   - Maintain a high level of member participation
   - Increase PCC presence at STA Board meetings on appropriate issues

2. Design orientation program for new members
   - Create a member handbook
   - Provide an "orientation" program for new members

3. Look for ways to increase the communities awareness of the PCC
   - Create a flier promoting the PCC

4. Assist in implementing the 7-day reservation period policy on a countywide basis
   - Monitor implementation of policy
   - Provide assistance if necessary

5. Sponsor a countywide review of transit service priorities
   - Plan and organize a workshop to discuss transit issues
   - Compile information discussed
   - Distribute information to appropriate groups

6. Improve transit provider participation on the PCC
   - Improve communication between PCC and transit services

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Dan Christians
RE: 1999 Solano Transportation Enhancements Program

On June 8, 1999, the Screening Committee for the Solano Transportation Enhancements Program met and made recommendations on the eleven project applications received. The committee, consisting of Paul Wiese of the TAC, Alan Nadritch of the SolanoLinks Transit Consortium, Rob Powell from the Bicycle Advisory Committee and STA staff, discussed each project based on the guidelines adopted by the STA Board at their April 14, 1999 meeting. On June 30, the TAC also reviewed the funding requests.

A total of $500,000 is available for the first two years of TEA-21 funding and the committee and TAC recommended that six projects be funded as follows:

City of Fairfield	Pedestrian/Bicycle facility on West Texas Street	$95,000
City of Rio Vista	Estuary Entry Landing (rehabilitate boat dock at end of Main St.)	$75,000
City of Suisun City	Central County Bikeway (Main Street to Marina Blvd.)	$65,000
City of Vacaville	Alamo Creek Bike Path (Alamo Dr. to Marshall Road)	$95,000
City of Vallejo	Solano Bikeway (Columbus Parkway – Hiddenbrooke Parkway)	$120,000
Solano County	Fairfield Area School Pedestrian Safety Project	$50,000
TOTAL		**$500,000**

The next round of Regional Transportation for Livable Communities (TLC) program is expected by early 2000, with the next round of the Solano Transportation Enhancements to follow immediately thereafter. Projects not funded under the regional program can be submitted for the local program based on the slightly different guidelines and application provided by the STA. For the next cycle, the STA will be able to program the remaining four years of the Solano Transportation Enhancements funding expected to be $1 million dollars. Projects not funded in this first cycle will have an additional opportunity to apply again for both the regional and local programs.

A workshop was held at the STA on July 6 to assist applicants prepare for the next TLC cycle.

Fiscal Impact
None

Recommendation
Adopt resolution approving the attached list of proposed projects for the 1999 Solano Transportation Enhancements Program and forward to MTC for incorporation into the TIP.

Attachment

1999 Solano Transportation Enhancements Program

Sponsor	Project Title	TEA $ Requested	Proposed Funding
Bay Area Electric Railroad Association	Sacramento Northern Steel Rail Trail Restoration	$ 250,000	$ -
City of Fairfield	Fairfield Linear Park - Union Avenue to North Texas St.	$ 150,000	$ -
City of Fairfield	Fairfield Linear Park - North Texas St.to Dover Avenue	$ 195,000	$ -
City of Fairfield	Pedestrian/bicycle facility on West Texas St.	$ 95,000	$ 95,000
City of Rio Vista	Estuary Entry Landing (Rehabilitate Boat Dock)	$ 84,000	$ 75,000
City of Suisun City	Central County Bikeway from Main Street to Marina Blvd.	$ 65,000	$ 65,000
City of Vacaville	Alamo Creek Bike Path (Alamo Dr. to Marshall Road)	$ 250,000	$ 95,000
City of Vallejo	Solano Bikeway - Columbus Pkwy. to Hiddenbrooke Pkwy	$ 127,000	$ 120,000
City of Vallejo	Vallejo Waterfront Bike/Pedestrian Path	$ 250,000	$ -
Solano County	Fairfield Area School Pedestrian Safety Project	$ 65,000	$ 50,000
STA	Regional Bike Route Signage	$ 66,000	
TOTAL REQUESTED		$ 1,597,000	$ 500,000
TOTAL AVAILABLE		$ 500,000	$ 500,000
DIFFERENCE		$ (1,097,000)	$ -

RESOLUTION 99-

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY APPROVING PROJECTS FOR THE 1999 SOLANO TRANSPORTATION ENHANCEMENTS PROGRAM

WHEREAS, on April 14, 1999 the STA adopted Program Guidelines and issued a Call for Projects for the 1999 Solano Transportation Enhancements Program as recommended by the Metropolitan Transportation Commission (MTC); and

WHEREAS, various Solano jurisdictions and agencies have submitted proposals for projects based on the guidelines adopted by the STA and the federal TEA-21 enhancements requirements; and

WHEREAS, the STA Project Selection Committee reviewed the applications and recommend the proposed attached projects to the STA Board; and

WHEREAS, all of the recommended projects qualify under the adopted guidelines as transportation enhancements including pedestrian and bicycle paths, downtown revitalization or redevelopment, rehabilitation, and/or pedestrian and bicycle safety improvements; and

WHEREAS, all of the approved projects are ready to be constructed this next year and can be obligated prior to the September 30, 2000 obligation deadline; and

WHEREAS, the six projects approved for funding total $500,000 and the individual funding amounts are listed in Attachment A.

NOW, THEREFORE, BE IT RESOLVED that the Solano Transportation Authority hereby approves the attached list of projects for the 1999 Solano Transportation Enhancements Program and submits them to MTC for incorporation into the TIP.

_____
Rischa, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said STA at a regular meeting thereof held this 14th day of July, 1999.

_____
Daryl K. Halls, Executive Director
Solano Transportation Authority

Attachment A

1999 Solano Transportation Enhancements Program		
Sponsor	**Project Title**	**Funding**
City of Fairfield	Pedestrian/bicycle facility on West Texas St.	$ 95,000
City of Rio Vista	Estuary Entry Landing (Rehabilitate Boat Dock)	$ 75,000
City of Suisun City	Central County Bikeway (Main Street to Marina Blvd)	$ 65,000
City of Vacaville	Alamo Creek Bike Path (Alamo Dr to Marshall Rd)	$ 95,000
City of Vallejo	Solano Bikeway (Columbus Pkwy to Hiddenbrooke)	$ 120,000
Solano County	Fairfield Area School Pedestrian Safety Project	$ 50,000
TOTAL APPROVED		**$ 500,000**

14-Jul-99

DATE: July 7, 1999
TO: STA Board
FROM: Daryl Halls
RE: Budget for Recruitment of Deputy Director for Projects

BACKGROUND

The position of Deputy Director for Projects plays a vital role in the STA's procurement of transportation funding for Solano County projects, monitoring STA's array of transportation projects and working with our member agencies to ensure their timely completion. Michelle Brubaker's last day with the STA was June 30, 1999.

DISCUSSION

The STA has been understaffed since Martin Tuttle's departure in December 1998. It is imperative that the STA move rapidly to find and hire a qualified replacement. These are the important issues for the STA to consider as part of the recruitment process: cost of recruitment, impact on current STA staff time, turn around time for completion of recruitment, and ability to attract a pool of highly qualified candidates. I would like to target the completion of the recruitment process be completed by the beginning of October and to limit the impact on limited STA staff resources. The STA has accrued an estimated $75,000 in salary savings during the past six months. I would anticipate additional salary savings of about $10,000 while the Deputy Director of Projects position remains vacant.

In response to a request from the STA's Executive Committee, I have contacted the Personnel Departments for the cities of Fairfield and Vacaville, and private recruitment firms of DMG Maximus (formerly David M. Griffith & Associates) and Shannon Associates to request cost proposals for the recruitment process. Each entity was requested to provide a breakdown of the recruitment process with a cost estimate for each activity (i.e., advertising and outreach, screening of candidates, etc). The following is a summary of their responses:

1. City of Fairfield – Indicated a willingness to undertake the recruitment, but recommended the STA utilize a recruitment firm due to the highly specialized nature of the position and the need for outreach to specific transportation agencies and trade journals.

2. City of Vacaville - Due to their current workload, Vacaville is unable to accommodate the request.

3. Shannon Associates/DMG Maximus – Both recruitment firms submitted proposals indicating their ability to perform the work within the timeframe I mentioned. The cost for the firms to

handle the full recruitment ranges from $18,000 to $21,000.

If the STA handles the final interviews and screening process, the cost would be reduced to between $12,000 to $15,000.

When the STA's 1999/2000 budget was adopted, funds were not allocated for this recruitment activity. In order to expedite the recruitment, I am requesting that funds be allocated from operations to undertake this activity. The cost will be covered by salary savings. At the request of the Executive Committee, I have included two funding options for your consideration. Option I consists of fully funding the recruitment process at a funding total of $18,000. Option II would be to partially fund the recruitment process at an amount of $14,000 and have STA staff complete the final interview and screening of candidates.

I recommend the STA Board approve Option I, approving the allocation of $18,000 to fund the entire recruitment process. This would alleviate the impact on STA staff and ensure a more timely completion of the full recruitment process. The cost savings obtained from Option II would be negated by the staff cost associated with having STA staff perform this function.

Fiscal Impact

This position has already been budgeted and approved by the Board in April 1999. The cost of the recruitment would be covered by salary savings.

Recommendation

Approve $18,000 in funding from 1999-2000 contingency budget for recruitment process for Deputy Director of Projects.

DATE: July 7, 1999
TO: STA Board
FROM: Daryl Halls
RE: Budget for STA Legal Counsel

Background

Currently, the STA contracts on an annual basis with the City of Vacaville for legal services. As part of their legal services, Chuck Lamoree and/or Melinda Stewart, STA's Legal Counsel, have not regularly been attending STA Board meetings. The City of Vacaville provides the current level of legal services at an hourly rate of $88 per hour. The STA has budgeted for 50 hours at a total cost of $4,400 for fiscal year 1999/2000. Last fiscal year, the STA budget included $5,253 for legal services to cover the cost of 61.8 hours (at a rate of $85 per hour). I recently reviewed the expenditure rate for legal services for fiscal year 1998/99 and identified that the cost for legal services exceeded the amount budgeted. Through May 1999, the cost for legal services had totaled $6,247.50 covering a total of 73.7 hours. This was additional 11.9 hours and $994.50 over the budgeted amount. This additional operational expense will be covered by operational carryover from fiscal year 1998/99. The final expenditure totals for fiscal year 1998/99 will not be available until later this month.

Discussion

In order to ensure that STA Board meetings meet with the specifics of the Brown Act and in anticipation of potential legal issues that may arise during future STA Board meetings, I strongly recommend that STA Legal Counsel be in attendance at all future STA Board meetings. In addition, it is important that Legal Counsel review agendas prior to each meeting. This extra staff time would result in an additional fiscal cost to the STA's operations budget.

As mentioned earlier, the STA budgeted for only $4,400 (50 hours). This means that the STA is only budgeted for 4.16 hours of legal services per month. In order to more accurately budget for the anticipated amount and cost of legal services required to assist STA operations, I have increased the total amount of hours needed for legal services from 50 hours to 132 hours. During fiscal year 1998/99, the STA will utilize approximately 80.4 hours of legal services (6.7 hours per month). By combining the current level of legal services (rounded from the 6.7 hours up to 7 hours per month) with the additional estimated staff time needed to attend meetings and review agendas (4 hours per month), I have increased our estimated amount of legal services hours needed to 11 hours per month. This would increase the annual hours budgeted for legal services from 50 to 132 hours. The fiscal impact on the budget would increase from the currently budgeted amount of $4,400 to $11,616. This would be an overall increase of $7,216. Subtracting the cost to reflect the current level of expenditure for legal services, the additional annual cost for attendance of Legal Counsel at STA

Board meetings would be $4,224. The additional cost proposed for legal services would be covered by the existing operational budget for fiscal year 1999/2000.

Fiscal Impact

An additional $4,224 of existing operational funds will be necessary to cover this additional expense.

Recommendation

Approve additional funding from 1999-2000 operations budget to cover cost of STA Legal Counsel attendance at STA Board meetings.

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Dan Christians
RE: Contract for 1999-00 SolanoLinks Marketing Program

The SolanoLinks Intercity Transit Consortium has conducted a transit marketing program for the past two years. The program has increased the public's awareness of Solano intercity transit services as well as to promote ridership.

The program has created a number of successful products including maps and brochures, newspaper advertisements and flyers for specific routes and destinations, a special transit schedule jacket cover, the SolanoLinks website, a video, exterior and interior bus cards highlighting the 1-800-53-KMUTE transit information phone number, radio spots on KUIC traffic reports, a special transit brochure for transit services to Six Flags Marine World, and two newspaper inserts totaling about 178,000 copies.

The STA budgeted a total of $128,825 for next year's SolanoLinks program from the 1999-00 TDA/STAF claim. In addition to a proposed marketing budget of $88,000, some transit planning activities (of up to $40,000) have also been discussed with the Consortium.

On June 28, the SolanoLinks Consortium interviewed the following three firms for the continuation of this marketing program through 1999-00: BauMac Communications, Moore Iacofano and Goltsman, and Underground Advertising. Although some of the same existing products will be updated next year, some new products will also be tried (i.e. mass-mailing database for the distribution of transit information).

On June 30, both the Consortium and TAC recommended that a one-year contract with Underground Advertising be approved, for an amount not to exceed $88,000. A preliminary scope of work as contained in the RFP is attached. Because of the nature of this program, and the need to be flexible and creative, the Consortium would like to further refine the final scope of work with related budget line items after the contract commences later this summer.

Fiscal Impact

The contract will require up to $88,000 of State Transit Assistance funds from the approved 1999-00 STA budget for the SolanoLinks program.

Recommendation

Authorize the Executive Director to enter into a consultant contract with Underground Advertising of San Francisco for the 1999-00 SolanoLinks Marketing Program not to exceed $88,000.

1999-00 SolanoLinks Transit Marketing Program
Preliminary Scope of Work

- Reprint SolanoLinks brochure and map (20,000 – 25,000 copies)
- Create SolanoLinks laminated maps (50 – 75 copies)
- Further improve and regularly update SolanoLinks web site
- Design and distribute up to two direct mailings (could be included in SCI's mailings)
- Provide displays (i.e. reusable display/schedule holders for SCI and other events)
- Update SolanoLinks video and play on public access stations
- Design and produce Bus Cards (to be posted inside buses) which includes local and intercity transit information (1-3 cards per bus) (about 300 cards)
- Conduct specific ad campaigns in newspapers or other print media (i.e. Routes 85, 92, new buses on Route 40) (budget for 8-10 ads)
- Develop mass e-mailing capability, create mass e-mail list and distribute transit information
- Produce public service announcements for radio
- Other promotions and products

7/7/99

STA
Solano Transportation Authority

DATE: July 6, 1999
TO: STA Board
FROM: Matt Todd
RE: CMAQ Match Reserve Projects in the STIP Program

In the 1998 STIP, there is $1,067,000 reserved to match CMAQ funds programmed to projects in Solano County. MTC has requested that an expenditure plan identifying the projects that will receive this funding be submitted to MTC by September 1, 1999.

Staff reviewed the programmed TEA-21 projects and separated the CMAQ funded projects from the STP funded projects on the attached spreadsheet. The local match source for each project was identified for each project, and STIP-CMAQ match was assigned to projects that either identified this source on the application or were unsuccessful in obtaining air district matching funds. The attached proposal will provide the necessary matching funds to complete the CMAQ funded projects for the first three years of TEA-21 funds. If approved, these CMAQ matching funds will be programmed in the STIP. The attached proposal was approved by the STA TAC on June 30, 1999 and recommended for adoption by the STA Board.

Funds programmed in the STIP will be required to follow the new SB 45 guidelines for obligating the funds. These guidelines stipulate that the funds must be obligated in the year the funds are programmed, or they will be lost to the project. Staff recommends that all STIP-CMAQ match funds be programmed in FY 2000/2001 of the STIP to match the September 30, 2001 obligation deadline for these projects.

Projected CMAQ funds for Solano County over the next three years total of $7 million. This is from a combination of additional CMAQ funds received in the Bay Area due to the reclassification of air quality attainment status, Corridor Management projects, and Eastern Solano CMAQ funds from the Sacramento air basin. Based on the 11.47% match requirement for these funds, the remaining amount of STIP-CMAQ match reserve may not be sufficient to match all the newly programmed funds. Staff is projecting a $200,000 shortfall.

Another issue that may affect this projection is the use of CMAQ funds to purchase rolling stock. Under the revised CMAQ guidance released in April 1999, buses can be purchased with CMAQ funds if an improvement in air quality can be documented. There is a question of whether the STIP-CMAQ match is allowed to fund rolling stock. Staff is working with MTC to clarify this issue, which may affect future programming issues of CMAQ and the STIP-CMAQ match funds.

Fiscal Impact
None

Recommendation
Approve the CMAQ Match Reserve projects in the STIP Program.

Attachments

Solano CMAQ Funded Projects
and Program of Projects for CMAQ-Match Funds in the STIP (FY 1999-00)

Sponsor	Project Description	Federal Fund Program Source	Year Project Programmed In	Federal Funds Request	Proposed Matching Funds	Proposed Matching Funds Source	TOTAL COST	STIP-CMAQ Match
Fairfield	Interconnect signals along North Texas	25% Program	98/99	$ 354.0	$ 46.0	Gas Tax	$ 400.0	
Suisun City	Class I path along Highway 12 from Sunset to Walters	25% Program	99/00	$ 177.0	$ 23.0	TDA Article 3 /TFCA	$ 200.0	
Suisun City	Class I path along Highway 12 from Village Dr. to Amtrak Station	25% Program	99/00	$ 133.0	$ 17.0	TDA Article 3 /TFCA	$ 150.0	
Dixon	Downtown Dixon Multi-modal Trans. Center	Eastern Solano CMAQ	99/00	$ 354.0	$ 46.0	Redevelopment/Development Fees	$ 400.0	
Vacaville	Alamo Creek Bikeway	Eastern Solano CMAQ	99/00	$ 300.0	$ 50.0	YSAQMD	$ 350.0	
Vacaville	Bicycle Lockers/Racks	Eastern Solano CMAQ	98/99	$ 20.0	$ 20.0	YSAQMD	$ 40.0	
Vacaville	Leisure Town Road Park & Ride Lot	Eastern Solano CMAQ	99/00	$ 250.0	$ 50.0	YSAQMD	$ 300.0	
YSAQMD	Spare the Air Program	Eastern Solano CMAQ	99/00	$ 29.0	$ 3.8	YSAQMD	$ 32.8	
Vallejo	Ferry Maintenance Facility Rehab (fueling tanks)	75% Program	98/99	$ 177.0	$ 23.0	Bridge Toll Funds	$ 200.0	
Fairfield	New Park-n-Ride Lot at I-680 and Gold Hill Road in Cordelia	25% Program	99/00	$ 1,593.5	$ 206.5	STIP-CMAQ Match	$ 1,800.0	**$ 206.5**
Vacaville	Southside Bikeway	Eastern Solano CMAQ	98/99	$ 500.0	$ 75.0	TDA Article 3	$ 600.0	
					$ 25.0	STIP-CMAQ Match		**$ 25.0**
					$ 100.0			
Vacaville	Elmira Road Pedestrian/Bike Path	Eastern Solano CMAQ	99/00	$ 80.0	$ 20.0	STIP-CMAQ Match	$ 100.0	**$ 20.0**
Vacaville	Electric Vehicles and Infrastructure	Eastern Solano CMAQ	98/99	$ 300.0	$ 50.0	Vehicle Replacement Fund	$ 750.0	
					$ 375.0	Electric Vehicle Owners		
					$ 10.0	YSAQMD		
					$ 15.0	STIP-CMAQ Match		**$ 15.0**
					$ 450.0			
County	Dixon-Davis Bike Route	Eastern Solano CMAQ	99/00	$ 860.2	$ 50.0	YSAQMD	$ 971.7	
					$ 61.5	STIP-CMAQ Match		**$ 61.5**
					$ 111.5			
								$ 328.0

Note - All funds are in thousands of dollars.

7/6/99

Solano CMAQ Funded Projects
and Program of Projects for CMAQ-Match Funds in the STIP (FY 1999-00)

STIP Reserve CMAQ Match Available		
FY 99/00	$ 356.0	
FY 00/01	$ 178.0	
FY 01/02	$ 177.0	
FY 02/03	$ 178.0	
FY 03/04	$ 178.0	
		$ 1,067.0

Future CMAQ Funds Projected for Solano			
Cycle 1 Additional CMAQ Funds		$ 513.0	
Cycle 2 Additional CMAQ Funds		$ 837.0	
Cycle 2 CMAQ Funds from Corridor Management Program $53 million x 5.7% (Solano Population % of Bay Area) =		$ 3,021.0	
Eastern Solano CMAQ		$ 2,700.0	MATCH REQUIRED FOR PROJECTED CMAQ FUNDS
	Total	$ 7,071.0	Match required is 11.47% $ 916.1

$	1,067.0	Total STIP-CMAQ Match Available (FYs 99-04)
$	328.0	Proposed STIP-CMAQ Match for programmed projects (FY 1999/00)
$	916.1	STIP-CMAQ Match needed for future projects (FYs 2000-04)
$	1,244.1	Potential need for STIP-CMAQ Match projected that may be necessary to match Solano CMAQ funds expected from TEA-21.
$	(177.1)	**Remaining STIP-CMAQ Match - These funds may not be sufficient to match all CMAQ funded projects through FY 03/04**

Note - All funds are in thousands of dollars.

DATE: July 7, 1999
TO: STA Board
FROM: Daryl Halls
RE: STA Legal Counsel Report of Brown Act

Attached is a memo from Chuck Lamoree, the STA's Legal Counsel, regarding the Brown Act Issue and the STA's Executive Committee. An additional memo from Melinda Stewart, Assistant Legal Counsel, has been attached. This memo was prepared in response to some inquiries made by Solano County District Attorney Dave Paulson. STA Legal Counsel is scheduled to attend the meeting of July 14, 1999 to discuss this issue and answer any legal questions.

Fiscal Impact

None

Recommendation

Approve recommendation from STA Legal Counsel pertaining to the Brown Act provisions for Executive Committee.

Attachments

July 14, 1999
Agenda Item:

To: Solano Transportation Authority
Attn: Daryl Halls, Executive Director

From: Charles O. Lamoree, Special Counsel

Re: Brown Act Issue and the Executive Committee

As you may know, former STA board member Barbara Kondylis wrote to the Solano County District Attorney and questioned whether the STA executive committee was properly following the Brown Act. In effect, she asked two questions: (1) is the executive committee a "legislative body" under the Brown Act? and (2) does the make-up of the executive committee members have to reflect the "more than 50% of population" rule that applies to voting on business matters being considered by STA?

So far, my answers to both questions is "no." However, the Executive Director and I have met with District Attorney and his staff and not reach agreement on this matter. I have made a commitment to the District Attorney to look at issue further, particularly in light of the committee being mentioned in the minutes of STA. I plan to do that in the near future and hope to be able to get back to the District Attorney in August.

I wanted to bring this issue to your attention and provide an opportunity for the STA board to ask any questions they might have. I am proposing to discuss this with you in open session, but will recommend a closed session if something arises which makes that appropriate under the Act.

Issue 1; the need for a "majority of the population" on the executive committee.
The joint powers agreement among the agencies making up STA requires that votes on business matters must include votes from cities representing at least half of the county population. However, that provision is in a part of the JPA agreement that deals with the business of the agency. The section on committees does not include such a requirement.

Issue 2: application of the Brown Act to executive committee meetings.
The following is a **draft** opinion on this matter that I prepared for the meeting with the District Attorney. As noted above, the meeting was a positive one and revealed the need for some further research on my part. The District Attorney is looking for an agreed upon solution if that can be achieved. I am hopeful that a win-win situation will arise out of this issue. In addition, I have also attached a memo on various sub-issues by Deputy City Attorney Melinda Stewart.

If you have any questions prior to your meeting, please feel free to call either Melinda or me at 449-5105

END OF MEMO
Attachments

Here's my **draft** letter, which has been shared with the District Attorney

June 15, 1999

Daryl Halls, Executive Director
Solano Transportation Authority
333 Sunset Ave., Suite 230
Suisun, CA 94585

Re: Brown Act and Executive Committee

Dear Daryl,

We have a meeting next week with the District Attorney relative to the issue of the applicability of the Brown Act to the STA steering or executive committee. This memo is based to some degree on a prior memo of mine to Marty Tuttle from December 1998. You have sent me a copy of a letter to you from STA governing board member Barbara Kondylis. The letter raises concerns about the applicability of the Brown Act[1] to (1) the location of a recent meeting of the STA Board, and (2) whether STA's executive committee is subject to the Brown Act.

I have discussed the background of these issues with you and the following points constitute my understanding of the facts that led to Supervisor Kondylis' questions:

Here is my opinion on the matter:

STA has an *ad hoc* group called, variously, the "steering committee" or the "executive committee" which advises the executive director on, potentially, a variety of issues. As I understand the committee,

- The committee consists of less than a quorum of the STA board;
- The committee has not been formally created by the STA board and is not mentioned in the joint powers agreement that created STA.
- It does not have a fixed schedule and while it does meet most months, it does not meet every month.
- The need to have such a committee meeting has been at the discretion of the executive director.
- The committee's function is to provide a "sounding board" to assist the executive director on key issues that STA faces so that he can better inform the entire Board when the issue is publicly considered.
- The committee does not vote on, nor does it make recommendations to the STA board, on matters before STA. All decision-making processes occur in open session.

Questions such as this are very fact specific. If my characterization is wrong, then the analysis my come to a different conclusion. For example, in June 1996, Deputy City Attorney Melinda Stewart prepared a memo on this issue. In summary, it was our conclusion that an executive committee is not, *per se*, a standing committee of a public organization that must notice and hold public meetings under the Brown Act. As noted in

[1] The Brown Act is found in California Government Code §54950 et Seq. All statutory references are to the Government Code unless otherwise noted.

the letter, a final decision could not be made until several questions were answered. Those issues appear never to have been clarified and, thus, the issue was never fully addressed.

In the major Brown Act amendments in 1994, the State Legislature, for the first time, defined what action constituted a "meeting" under the Act. The definition did hold that each and every meeting of less than a quorum of a governing body to be a "meeting."

Since 1994, a series of Attorney General opinions have been issued that very narrowly construe the "sub-committee" exceptions to noticed public meetings. The opinion cited in the County Council's note on this matter (79 Ops.Cal.Atty.Gen. 69; copy of opinion attached) dealt with a water district that created, by an adopted rule, an "administrative committee" without continuing subject matter jurisdiction and without a regular meeting schedule. The purpose of the administrative committee was to "advise the (governing) Board on administrative matters as appropriate."

The applicable statute reads as follows:

> § 54952. Legislative body, definition
> As used in this chapter, "legislative body" means:
>
> > (b) A commission, committee, board, or other body of a local agency, whether permanent or temporary, decision making or advisory, created by charter, ordinance, resolution, or formal action of a legislative body. **<u>However, advisory committees, composed solely of the members of the legislative body which are less than a quorum of the legislative body are not legislative bodies</u>**, except that standing committees of a legislative body, irrespective of their composition, which have a continuing subject matter jurisdiction, or a meeting schedule fixed by charter, ordinance, resolution, or formal action of a legislative body are legislative bodies for purposes of this chapter.

Rather than following the Legislature's statutory criteria in evaluating this issue, the Attorney General pooh-pooh's the plain language of the statute. Instead, the Attorney General says that following the express the criteria of §54952(b) would be to follow "form" over "function" in "carrying out the Legislature's purposes." Be that as it may, the water district in the opinion used the sub-committee to actually hear issues and then make a recommendation to the governing board for ultimate determination. Here the purpose of the executive committee is to assist the STA director and not for the committee to hear and consider matters and, following that process, to make a specific recommendation to the governing board.

The Attorney General's failure to address the clear and plain statutory language of the 1994 amendments is very bothersome. The State Legislature said that: "Advisory committees, comprised solely[2] of the members of the legislative body which are less than a quorum of the legislative body are not legislative bodies...." This language means something. To me it is clear that advisory committees of less than a quorum are not subject to the notice and open meeting laws so long as they are neither (1) a standing committee with particular subject matter jurisdiction nor (2) a committee with a fixed

[2] Attendance at the executive committee meetings by the STA Director would not violate the provision as staff to a legislative body or committee does not, by their attendance, mean that the Brown Act is violated.

meeting schedule determined by the governing body. Thus, the executive committee as I understand it does not meet any of the tests of the remainder of the section which is partly cited immediately above. The executive committee is neither a standing committee with specified subject matter jurisdiction nor does it have a meeting schedule fixed by the agency.

The Attorney General's opinion is a strained interpretation that never faces the specific statutory language. Nevertheless, such opinions are given persuasive authority by courts of law. Unfortunately, STA is not an agency that can seek and obtain an opinion from the Attorney General that focuses on a committee which does not meet on a regular basis, which contains less than a majority of the governing board, which meets at the call of the executive director and the purpose of the committee is to advise the executive director on matters that are proposed to be brought to the governing board.

Finally, the recent case of Boyle v. Redondo Beach [B119236] Filed 3/23/99 (opn. on reh.), dealt with the issue of whether a suit for a violation of the Brown Act could be predicated on a situation in which no action had been taken. The answer was "no." The court of appeal concluded that although the city council did not properly and timely post its agenda as required by statute, the complaint stated no cause of action under the Brown Act as there was no "action taken" by the city council.

Absent further analysis by the Attorney General, I recommend that use of the executive committee continued as described herein.

Very truly yours,

CHARLES O. LAMOREE
STA Special Counsel

Enclosures

If you would like to discuss this matter with me before your next meeting, please feel free to call me at 449-5105.

END OF MEMO

Memorandum

To: Chuck Lamoree

From: Melinda C. H. Stewart, Deputy City Attorney

Date: 07/06/99

Re: STA Executive Committee – Brown Act Issue

Recently Daryl Halls, STA Executive Director, you and I met with the District Attorney, Dave Paulson and Al Garza from the DA's office to discuss the issue of whether or not the STA Executive Committee is, in fact, a standing committee subject to the requirements of the Brown Act, or, whether it is an ad hoc advisory committee which is not subject to those requirements. At the meeting a few new issues arose regarding 1) whether the Executive Committee members actually constitute a quorum of the STA Board because the members represent a majority of the population of the County, even though less than a majority of members of the STA Board sit on the Executive Committee; 2) how are members appointed to and for how long do they serve on the executive committee; 3) whether or not the executive committee advises the full board on issues; and 4) what the executive committee's role was in the Executive Director search.

After doing some research and investigation, here are my thoughts and findings.

Issue #1: Do the members of the Executive Committee constitute a quorum of the STA Board because they represent a majority of the population of Solano County, even though less than a majority of the STA Board members sit on the Executive Committee??

No, the members of the Executive Committee do not constitute a quorum so long as the Executive Committee consists of less than a majority of the eight-member board, regardless of whether or not the members represent a majority of the population of the County. The Joint Powers Agreement establishing the Organization and Functions of the Solano Transportation Authority (hereinafter "JPA") sets forth in clause VII "Quorum," that the "Transportation Authority may act only when more than 50% of the total membership is present." In other words a quorum is more than 50% of the Board membership.

The requirement that a majority of the population be represented is found in the "Voting Rights" section of the JPA. In order for the STA Board to pass a motion the motion must receive a majority vote. Pursuant to Clause VIII.A. of the JPA, a majority for voting purposes consists of two elements (1) votes recorded must represent a majority of the parties represented and (2) the parties voting with the majority must represent a majority of the population in the county. This voting procedure applies to matters before the authority (not its committees) and does not govern the requirements to establish a quorum.

Issue #2: How are Executive Committee members appointed to and for how long do they serve on the executive committee?

Although I am uncertain, the Executive Committee members appear to be selected by the Chairperson of the STA Board. The Chairperson of the STA Board also appears to set the duration of participation on the Executive Committee. For example, you will see below that Marci Coglianese was to serve on the Executive Committee for one year. It is unclear, however, how she was selected and whether this selection was approved by the STA Board. (See: Minutes of January 13, 1999 STA Board meeting.)

I have discussed this issue with Michelle Morris Brubaker, and she was unclear as to how the Executive Committee was established or how members are selected. Additionally the Executive Committee is not mentioned in the JPA, as is the Technical Advisory Committee and the Paratransit Coordinating Committee. Ad hoc committees are to be appointed by the STA Board or any of its advisory committees. (JPA Clause II.E.)

Issue #3: Does the Executive Committee advise the full board on issues?

I have reviewed the minutes of the STA Board meetings from December 1998 through May 1999, excerpts from the minutes of the November 1998 Board meeting, and an excerpt from a special meeting in November 1998. In my review I have found references to the "Executive Committee" in the minutes of four meetings with a total of six references. Additionally, there is a reference to the Executive Committee in the Agenda Items for the March 1999 Board meeting. As I will explain below (see issue #4 below), I believe some of the references are "mis-references" which should have been referring to the Executive Search Committee. Other references simply bring up the issue of the Executive Committee as opposed to reflecting any activity of that committee. Other references do address activity of the Executive Committee where it appears to be advising, or preparing to advise the STA Board.

1. November 11, 1998 – Minutes

   - Item 8.1 – Re: recruitment process for new Exec. Dir.: "The **Executive Committee** reviewed the proposals and recommends that the Chairman be authorized to sign a contract with Shannon Associates for a base contract of $10,500." . . . "The search firm would select the top ten candidates for review by the **Executive Committee**." [Mis-references]

   - Item 9.3 – Barbara Kondylis . . . "also said that she was concerned about the **Executive Committee** reviewing matters like the Solano commuter Information Matter. [Executive Committee issue]

2. January 13, 1999 – Minutes

   - Item 3.0 – "Marci Coglianese will serve on the **Executive Committee** for the following year. [Selection for Executive Committee membership]

3. February 19, 1999 – Minutes

   - Item 8.1 – "The STA is the Program Manager for this program [clean air program] and the guidelines designate the **STA Executive Committee** to review the applications and recommend funding to the STA Board." [Activity]

   - Item 9.8 – "Barbara Kondylis said that she was still concerned with the opinion of the STA Agency Counsel regarding **the Executive Committee**. . . . "Don Erickson said this matter was addressed at the December Board meeting and that they are an ad hoc committee since they don't make decisions. [NOTE: there is no mention of this discussion in the minutes of the December '98 or January '99 Board meetings. Stacy Medley has reviewed the November '98 and October '98 Board meeting minutes and indicates no such discussion is documented in the minutes of either.] [Executive Committee issue]

4. March 3, 1999 – Memorandum for Agenda Packets

   - Memo re: funding for clean air program. "The **Executive Committee** is scheduled to review all applications at their next meeting on March 25. It is expected that their recommendations will be forwarded to the STA Board for action on April 14." [Activity]

5. April 14, 1999 – Minutes

- Item 9.4 – "Dan Christians said that the **STA Executive Committee** recently met to review all of the applications submitted for the 1999-00 Solano Transportation Fund for Clean Air (TFCA) program." [Activity]

[NOTE: all of the "Activity" items relate to one project – reviewing applications related to the Solano Transportation Fund for Clean Air Program.]

Issue #4: What was the Executive Committee's role in the Executive Director Search?

It is my understanding that the Executive Committee had a very small role in the search, if it had any role at all. First, at a Special Meeting of the STA Board on November 6, 1999, the STA Board approved a motion giving Chairman Erickson authority to select a three member Executive Director Search Committee. Thereafter Chairman Erickson appointed himself, and STA Board members Donahue and Slade to the Executive Director Search Committee.

As set forth above, there are references in the November 11, 1998 STA Board meeting minutes regarding the Executive Committee reviewing the proposals regarding contracting with an executive search company and reviewing the top ten candidates. However, while I am uncertain, these references may really have been regarding the work of the Executive Search Committee and not the Executive Committee.

With respect to the Executive Search Committee, I believe this is a classic "ad hoc" committee which is not subject to the requirements of the Brown Act. First it is comprised of less than a quorum of the STA Board (3 members of the 8 member STA Board sit on the Executive Search Committee). It is comprised solely of members from the STA Board. It was formed for the sole purpose of advising and making recommendations to the Board on one particular issue (employment of an executive director). It was advisory only and did not take any official action. It was limited in term and short in duration.

END OF MEMO

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Dan Christians
RE: Draft 1999 Solano Congestion Management Program

Every two years the STA updates the Solano Congestion Management Program (CMP). The CMP consists of a program of various monitoring and recommended activities to enhance or maintain mobility on the Solano transportation system.

The CMP consists of the following:

1) A system of streets and highways that is to be monitored biennially.
2) Level of Service Standards to measure roadway congestion for all state highways and principal arterials.
3) Performance Element including performance measures to evaluate current and future multimodal system performance.
4) A voluntary trip reduction and travel demand element.
5) A program to biennially update and plan for the impact of land use decisions on the transportation network.
6) A seven-year capital improvement program for transportation system improvements.
7) A countywide transportation model based on a uniform database on traffic impacts consistent with the MTC Checklist for Modeling Consistency for the 1999 CMP's.

This initial draft includes some relatively minor changes to the text from the 1997 CMP to conform to the MTC guidelines. Also, the preliminary updated description of the countywide traffic model is included.

This draft has been prepared for submittal to MTC for their comments prior to adoption of the Final CMP expected in October 1999. All of the attachments (i.e. capital improvement program and level of service data) have not yet been completed but will be incorporated before it is circulated. The attached text was reviewed by the STA TAC on June 30. The remaining attachments will be provided at the Board meeting

Fiscal Impact
None

Recommendation
Approve the Draft 1999 Solano Congestion Management Program for public circulation and forward to MTC for comments.

Attachment

STA

Solano Transportation Authority

Draft

1999 SOLANO

CONGESTION MANAGEMENT

PROGRAM

Solano Transportation Authority

July 1999

1999 SOLANO

CONGESTION MANAGEMENT

PROGRAM

Adopted by the Solano Transportation Authority by
Resolution No. on 1999

The preparation of this report has been financed through a grant from the U.S. Department of Transportation and the Federal Highway Administration under the Transportation Equity Act for the 21st Century (TEA-21). Content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Solano Transportation Authority

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July 1999

ACKNOWLEDGMENTS

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1999 Solano Congestion Management Program

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SOLANO TRANSPORTATION AUTHORITY CONGESTION MANAGEMENT PROGRAM

SECTION 1

EXECUTIVE SUMMARY

Congestion Management Programs (CMP's) were established as part of a bi-partisan legislative package in 1989, and approved by the voters in 1990. This legislation also increased transportation revenues and changed state transportation planning and programming processes. The specific CMP provisions were originally chartered by the Katz-Kopp-Baker-Campbell Transportation Blueprint for the 21st Century AB 471 (Katz); (Chapter 106, Statutes 1989). They were revised by AB 1791 (Katz) (Chapter 16, Statutes of 1990), AB 3093 (Katz) (Chapter 2.6, Statutes of 1992), AB 1963 (Katz) (Chapter 1146, Statutes of 1994) and AB 2419 (Bowler) (Chapter 293, Statutes of 1996), which made CMP's optional. CMP's are not required in a county if a majority of local governments and the Board of Supervisors adopt resolutions electing to be exempt from this requirement per AB 2419. However, for counties which opt out of preparing a CMP, MTC will directly work with the appropriate county agencies to establish project priorities for funding in accordance with state and federal requirements.

CMP statutes establish requirements for local jurisdictions to receive certain gas tax subvention funds. Additionally, CMP's play a role in the development of specific project proposals for the Regional Transportation Improvement Program (RTIP).

The STA has continued to adopt a biennial CMP because it: 1) ensures receipt of certain gas taxes subvention funds; 2.) provides a basic monitoring tool on traffic congestion; 3.) serves as an up-to-date informational document for all major Solano transportation modes; and 4.) is resource guide on transportation and land use strategies and improvements suggested for the county.

The purpose of CMP's was to establish a procedure to alleviate or control anticipated increases in roadway congestion to ensure that federal, state, and local agencies join with transit operators, business, private and environmental interests to implement comprehensive strategies needed to develop appropriate strategies and responses to transportation needs.

The STA prepared this CMP biennial update to monitor the major congestion, transportation improvements and programs in Solano but modified some of the processes in order to streamline the program. This program also ensures that local gas tax subventions (authorized by Proposition 111) and federal funding through the TEA-21 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) continue to be received by Solano jurisdictions.

The Metropolitan Transportation System (MTS) is the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports and transfer hubs critical to the regions movement of people and freight. The MTS is the focus of MTC's planning and investment activities.

Also, the updated CMP consistency guidelines of the Metropolitan Transportation Commission (MTC) have been referenced to ensure compliance of the CMP with the Regional Transportation Program (RTP). The RTP is the 20-year regional transportation program, prepared by MTC with input from the congestion management agencies, to respond to transportation needs throughout the nine Bay Area counties including Solano.

The first CMP for Solano was adopted by the Solano Transportation Authority (STA) in 1991 and has been updated every two years since then. It describes the decisions adopted by the STA to continue with applicable sections of and to include new provisions of AB 2419 and follows MTC Resolution No. 3000, regarding consistency of the CMP with the RTP.

The Program is intended to enhance or maintain mobility on the transportation system, encourage examination of the links between land use decisions and the transportation system, arrange for mitigations for the effects of land use decisions on the countywide transportation system, improve air quality, increase the use of alternate transportation modes to the single occupant automobile, improve the efficiency of the existing transportation system, and plan for the future coordination of land use and transportation decisions.

The CMP legislation allows each congestion management agency (CMA) to prepare and adopt a congestion management program (CMP) and to monitor conformance to that program of local agencies within the county. The STA has been designated as the CMA for Solano. This CMP is to be implemented and biennially updated, consistent with the schedule for adopting the Regional Transportation Program (RTP).

The role of the CMP in the countywide and regional transportation processes include:

- CMP's can identify specific near term projects to implement the longer range vision established in the countywide transportation plan.
- Through CMP's, the transportation investment priorities of the multiple jurisdictions in each county can be addressed in a countywide context.
- CMP's establish a link between local land use decision making and the transportation planning processes.
- CMP's are a building block for the federally required Congestion Management System.

The CMA has the ability to withhold the increase in the gas tax subvention to cities and counties, in accordance with the passage of Proposition 111. In Solano this sum will total an estimated $33 million over ten years for the eight member jurisdictions.

To be effective the CMP must be a program of cooperation rather than confrontation. To this end, this document was created through a joint effort of the cities and the county. The Solano Transportation Authority policy board consists of one representative from each of the seven city councils and one member of the board of supervisors. Staff of the public works, transit and planning

functions of each agency has aided in the preparation of this program.

This CMP has the following elements:

1) A system of streets and highways that is to be monitored biennially;
2) Level of Service Standards to measure roadway congestion for all state highways and principal arterials.
3) Performance Element including performance measures to evaluate current and future multimodal system performance.
4) A voluntary trip reduction and travel demand element;
5) A program to biennially update and plan for the impact of land use decisions on the transportation network;
6) A seven-year capital improvement program for transportation system improvements; and
7) A countywide transportation model based on a uniform database on traffic impacts consistent with the MTC Checklist for Modeling Consistency for the 1999 CMP's.

Some tasks involved in maintaining the CMP have been placed on the individual jurisdictions. Every two years the jurisdictions must certify to the STA that the requirements of the program have been fulfilled.

The Level of Service for the county CMP system has been set at Level E except for roadways already operating at Level F. Performance measures are used to determine the effectiveness of projects included in the Capital Improvement Program. They will also be useful to decide the effectiveness of proposed actions in deficiency plans.

The CMP legislation and MTC guidelines also try to ensure CMP consistency with pertinent air quality plans. Since the western half of Solano County is in the Bay Area Air Quality Management District (BAAQMD) and the eastern half is in the Yolo-Solano Air Quality Management District (YSAQMD) air quality consistency is a little more involved process than in some counties.

In 1996, although the BAAQMD's eliminated Regulation 13, Rule 1, which had required large employers to develop and implement trip reduction programs and measures, Solano jurisdictions continue to voluntarily promote air quality improvements by a number of effective ways. These include use of clean air funds to promote intercity transit, ridesharing programs and electric and natural gas vehicles.

The analysis and mitigation of impacts to the transportation system caused by land use decisions will now be monitored on a biennial basis by compiling and monitoring the traffic impacts created by increased land use densities authorized by general plans for STA jurisdictions in which the project is planned. The countywide traffic model was updated in 1998-99 and will be periodically updated to reflect changes in projected jobs and housing units.

The STA and its member jurisdictions, with its projected growth, will continue to monitor the mobility requirements of the CMP to insure that adequate mobility will continue to be maintained through all Solano jurisdictions.

SECTION 2

INTRODUCTION

The Congestion Management Program (CMP) is a planning tool for California counties that contain an urbanized area with a population of 50,000 or more as specified by AB 2419, adopted in 1996.

The legislation allows the local Congestion Management Agency (CMA) to prepare, monitor, and update the CMP. In Solano, the STA has been given this responsibility and it has now been revised four times.

The major goal of this CMP is to maintain mobility on Solano's streets and highways and conform with MTC's 20-year Regional Transportation Plan (RTP) and the Metropolitan Transportation System (MTS), the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports and transfer hubs critical to the regions movement of people and freight. The MTS is the focus of MTC's planning and investment activities. A smoothly operating transportation system is vital to the economic welfare of the citizens of the county and region. A gridlocked transportation system adds pollution to the air and diminishes the attractiveness of Solano to individuals and to the business community.

This CMP aims at maintaining a high level of transportation system operations by requiring analysis of the effects of land use decisions on the transportation system, coordinating those decisions, and mitigating the impacts to the system on an area-wide, multi-jurisdictional basis. It is hoped that new self-help funding resources might be approved in the future to help improve the entire transportation system and keep pace with new growth projected for the area.

According to the Bay Area Air Quality Management District, it is estimated that motor vehicles contribute approximately 70% of the Bay Area's carbon monoxide and more than 50% of the reactive organic gases and nitrogen oxides, commonly called smog. Although Solano has occasionally experienced ozone and particulate matter concentrations higher than the federal and State's health-based standards, in 1995 the Bay Area region was designated an "Attainment Area" for ozone under the federal standards (although attainment of the stricter State ozone standards has not been obtained). In addition the eastern portion of Solano County is located within the Yolo-Solano Air Quality Management District which still continues to be a non-attainment area. To help maintain clean air standards the County has a ridesharing program (Solano Commuter Information), which is considered one of the best in California.

Solano Commuter Information (SCI) funded the "Commute Profile '96", prepared by RIDES for Bay Area Commuters in July 1996. This report studied Bay Area commuter characteristics and indicated that while 66.6% of all drivers commute alone in Solano, 23.5 % of all

Solano commuters carpool or vanpool to work. Both the drive alone rate and the carpool/vanpool rate are above the Bay Area average. Only 4.5% of Solano residents use transit to travel to work. The "1990 Census" indicated that the average commute vehicle occupancy was 1.136 persons per vehicle. The average one-way commute distance among residents of Solano County is 23.1 miles and those commuters spend an average of 30.5 minutes traveling to work and 32.6 minutes traveling from work to home. Seventy-four percent of Solano County commuters start work during the peak period, 6:00 to 10:00 a.m., and eighty percent of the County's residents have free all-day parking available at their work sites. Most of the County's traffic congestion is located along the Interstate 80 and 680 corridors.

In an increasingly crowded state, the land use decisions of one jurisdiction often cause impacts on transportation facilities located in other jurisdictions. The idea that the jurisdiction causing the impacts should also mitigate them is an evolutionary step toward relieving traffic congestion in Solano.

The Congestion Management Program is a tool through which the Congestion Management Agency can insure that mobility is to be maintained. To enforce the CMP requirements the CMA can withhold the increment of gasoline tax funds subvened to local agencies through the passage of Proposition 111. In Solano, this funding is expected to total $33 million by the year 2000.

The key to maintaining mobility, however, is not coercion but cooperation. To that end, Solano's previous CMP's and this update have been prepared through the efforts and with the support of each of the member jurisdictions.

Geography

Situated between the two largest population centers in northern California, Solano County occupies 823 square miles of land just north of the Carquinez Straits. Included in the County is the Suisun Marsh, the largest estuarine marsh in the United States, containing 80 square miles— nearly 10 percent of the total area of the County.

Solano County can be divided into two distinct topographic types. The northeastern portion of the county is part of the Sacramento Valley Air Basin and is typified by low-lying, flat terrain punctuated by areas of rolling hills. The southwestern part of the county has features similar to much of the remainder of the San Francisco Bay Area -- steep hills that at times extend down to the shoreline with small to medium-sized valleys between.

Roads

Solano has 162 centerline miles of state-maintained roads. Of this, 69 miles are in urban areas. The remaining 1607 centerline miles of public roads, split 62 percent/38 percent between city and county, are maintained by local jurisdictions.

Solano Centerline Road Miles

Agency	Population Number	Population Percent	Centerline Miles Number	Centerline Miles Percent	CL Miles per 1000 people
Benicia	27350	7.3%	92.3	5.7%	3.4
Dixon	13650	3.6%	47.5	3.0%	3.5
Fairfield	89000	23.7%	247.1	15.4%	2.8
Rio Vista	3710	1.0%	28.0	1.7%	7.5
Suisun City	25800	6.9%	70.3	4.4%	2.7
Vacaville	85100	22.7%	218.3	13.6%	2.6
Vallejo	110500	29.4%	298.4	18.6%	2.7
Subtotal	355110	94.6%	1001.9	62.3%	2.8
Solano Co.	20200	5.4%	605.7	37.7%	30.0
Total	375310	100.0%	1607.6	100.0%	4.3

The major east west Interstate Highway in northern California, I-80, passes through the center of the county connecting the remainder of the Bay Area with Sacramento and extending eastward. Interstate 680 is a north-south freeway that connects I-80 with I-580 at Dublin and Highway 101 at San Jose. Interstate 780 connects I-80 and I-680 in Southern Solano County. Interstate 505 connects I-80 at Vacaville with I-5 to the north. In addition to the Interstates there are seven State Routes within Solano County.

In 1994, Caltrans indicated that a total of 2,510,000,000 vehicle miles were traveled on the state highway system that runs through Solano County ("TPSIS Users Release No. 139 dated June 7, 1995). This is up approximately 6% from 1991 (or an average increase of about 1.5% per year) since the first CMP was prepared.

Transit

Each city in the county offers public fixed-route and/or demand-response transit service. Also, several of the cities and the county operate jointly to provide fixed-route lines which permit travelers to reach all of the cities in Solano. In addition, intercounty bus service is provided between: Vallejo, Benicia and Pleasant Hill BART; Vacaville, Fairfield-Suisun, Vallejo and El Cerrito del Norte BART; Vacaville and Fairfield-Suisun and Pleasant Hill BART; Napa and Vallejo; Fairfield-Vacaville-Dixon and Davis; and Sacramento, Davis and the Vallejo Ferry Terminal. Also, ferry boat service is provided between Vallejo and San Francisco.

In addition, to publicly funded services, there are several private for-profit transit systems that operate in the county. These include Greyhound and several commute-oriented providers. The Capitol Corridor intercity rail service, operated by the Capitol Corridor Joint Powers Board

(CCJPB), stops at the Suisun/Fairfield station in Solano providing six round trips per day. This service is proposed to eventually be increased up to ten daily round trips with additional stops at stations in Benicia, Dixon, and Fairfield/Vacaville.

A variety of paratransit is provided in the county. Each of the cities have intracity dial-a-ride services and the STA and Vallejo operate intercity dial-a-ride services. In addition, most of the jurisdictions have taxi-assist programs and the City of Fairfield provides an elderly volunteer driver program. Several private non-profit programs offer paratransit services to their clients.

Bicycle/Pedestrian

In 1999, there were approximately 270 miles of regional roadways in Solano that were either used for bikeway facilities or that could potentially be used for bikeway facilities. Of the 270 miles, about 100 miles contained existing bike lanes, much of which was contained in the incorporated cities. In addition about 16 miles of regionally significant off-street bike/pedestrian paths were identified. It is estimated that approximately 2.3% of all Solano commute trips to work or school are made by bicycle or walking.

Vanpools/Carpools

Approximately 300 vanpools operate from Solano County. Solano has the strongest vanpool market in the Bay Area and nearly the largest in the state. Solano Commuter Information supports these vanpools and assists dozens of new vanpools formed each year. Combined with a strong carpool market, about 23.5% of Solano home-to-work commuters actively carpool or vanpool.

Population

The 1999 population in Solano County is calculated at about 390,000 residents. The county has experienced rapid growth over the past fifty years as indicated by the table below.

Table I Population by Jurisdiction 1940 - 1995

U.S. Census Figures

	1940	1950	% Diff	1960	% Diff	1970	% Diff.	1980	% Diff.	1990	% Diff	1995	%Diff.
Benicia	2,419	7,284	201.1%	6,070	16.7%	7,349	21.1%	15,376	109.2%	24,437	58.9%		
Dixon	1,108	1,714	54.7%	2,970	73.3%	4,432	49.2%	7,54	70.1%	10,401	37.9%		
Fairfield	1,312	3,118	137.7%	14,968	380.1%	44,146	194.9%	58,099	3 1.6%	77,211	32.9%		
Rio Vista	1,666	1,831	9.9%	2,616	42.9%	3,135	19.8%	3,142	0.2%	3,316	5.5%		
Suisun City	706	946	34.0%	2,470	161.1%	2,917	18.1%	11,087	280.1%	22,686	104.6%		
Vacaville	1 ,614	3,16	96.3%	10,898	243.9%	21,690	99.0%	43,367	99.9%	71,47	64.8%		
Vallejo	20,072	26,038	29.7%	60,877	133.8%	71,710	17.8%	80,303	12.0%	109,199	36.0%		
Uninc.	20,221	40,733	200.3%	33,728	44.5%	16,436	51.3%	16,288	0.9%	21,692	33.2%		
Total	**49,118**	**104,833**	**113.4%**	**134,597**	**28.4%**	**171,815**	**27.7%**	**235,203**	**36.9%**	**340,421**	**44.7%**	**379,350**	**11.4%**

In its Projections 96+" report, the Association of Bay Area Governments predicts the following growth for the county for the next 20 years:

YEAR	POPULATION%	GROWTH
1995	379,350	
2000	423,300	11.6%
2005	472,200	11.6 %
2010	513,400	9.1 %
2015	531,700	3.6 %

Maintaining mobility under these conditions will be a challenge.

The remainder of this document contains a section discussing each of the elements included in this CMP plus a discussion of the way by which the STA will determine the consistency of each of the jurisdictions with this program.

SECTION 3

THE SYSTEM AND LEVEL OF SERVICE STANDARDS

The purpose of this element of the CMP is to determine how and where congestion should be measured on highways, roads, and streets in the county.

In this determination, the legislation sets several requirements and parameters: 1) all of the state routes must be included in the system of roadways to be monitored; 2) once a roadway is included in the system, it cannot be deleted; 3) the Level of Service (LOS) benchmark which cannot be exceeded without penalty can be no lower than LOS E unless the roadway is already at LOS F; 4) the method of measuring LOS is restricted to either the most recent version of the Highway Capacity Manual (HCM) or the Transportation Research Board's Circular 212 unless the Metropolitan Transportation Commission finds that another requested method is equivalent.

THE SYSTEM

All of the state routes within the county must be included in the system. In addition, the legislation requires the inclusion of "principal arterials". A cooperative method was used to generate the list of principal arterials. Each jurisdiction submitted a proposed list of roads and streets for inclusion. After discussion among the jurisdictions a consensus was reached on which routes should be included based upon the following criteria:

1. A primary system consisting of all State highways within Solano.

2. A secondary system consisting of principal arterials which provide connections from communities to the State highway system and between the communities within Solano.

The system selected is as follows. A map of the system appears on page 12.

State Routes

Interstate 80
Interstate 505
Interstate 680
Interstate 780
State Route 12
State Route 29
State Route 37
State Route 84
State Route 113
State Route 128
State Route 220

Local Arterials

In Benicia:

Military East
Military West

In the Unincorporated Area:

Peabody Road
Walters Road

In Fairfield:

Peabody Road
Walters Road
Air Base Parkway (from Walters Road to Peabody Road)

In Suisun City:

Walters Road

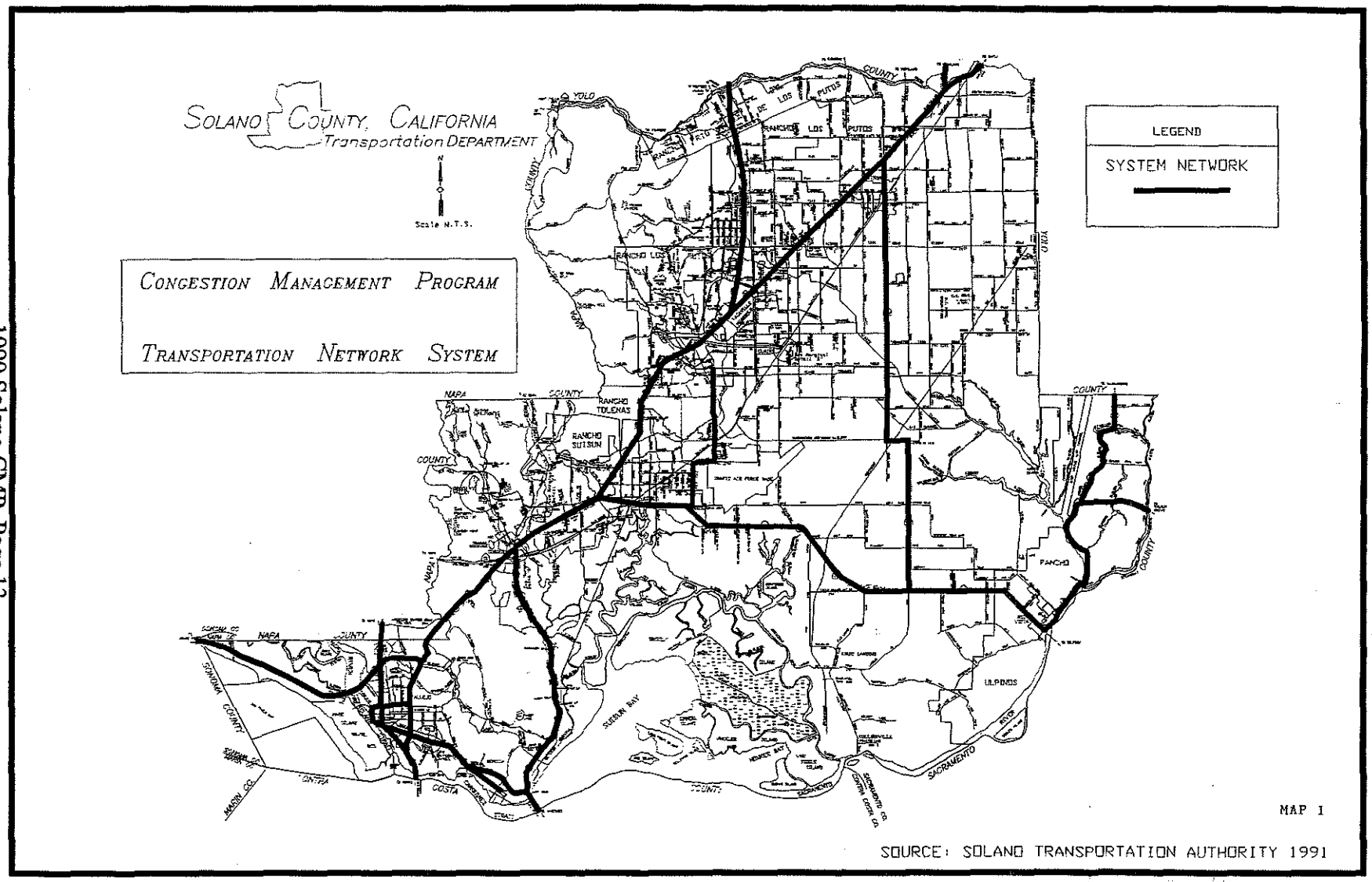
In Vacaville:

Peabody Road (from California Drive south to the city limit)
Vaca Valley Parkway (from I-80 to I-505)
Elmira Road (from Leisure Town Road east to the city limit)

In Vallejo:

Tennessee Street (between Mare Island Way and I-80)
Curtola Parkway (from Lemon Street to Main Street)
Mare Island Way (from Maine Street to Tennessee Street)

The above descriptions of Local Arterials define the roadway as it is currently named and its general routing. If one of the Local Arterials is rerouted, then the rerouted road - not the old roadway - is considered to be in the system. If the State abandons a route, it no longer exists as a


SOLANO COUNTY, CALIFORNIA
Transportation DEPARTMENT
Scale N.T.S.
CONGESTION MANAGEMENT PROGRAM
TRANSPORTATION NETWORK SYSTEM
LEGEND
SYSTEM NETWORK
MAP 1
SOURCE: SOLANO TRANSPORTATION AUTHORITY 1991

State Route and is not contained in the system unless action is taken by the Solano Transportation Authority to include it. The system does not include interchange ramps.

LEVEL OF SERVICE STANDARDS AND MEASUREMENT

The minimum level of service (LOS) standard throughout the system shall be E except at those locations where the initial LOS measurement (calculated for the 1991 CMP) was already at F.

The LOS level does not preclude any agency (federal, state or local), from setting higher standards for their own planning purposes. Agencies are encouraged to maintain higher levels of service where possible. If actual LOS falls below the minimum standard, agencies could face the possible sanction of loss of the gas tax increment provided by Proposition 111. However, the main purpose of monitoring LOS standards is not to be punitive but to avoid severe traffic congestion, which has occurred in other Bay Area counties.

Different types of locations require different techniques for LOS measurement as follows:

1) LOS should be assessed at intersections where system principal arterials meet. Such intersections should be measured using the Circular 212 method.

2) For the mainline freeways and highways, the LOS level should be determined by the adjoining member jurisdiction using the HCM on various segments. The segments correspond to those shown in the Caltrans Route Segment Report (RSR). If no other source of data is readily attainable from Caltrans, the most recent RSR may be used as the source of traffic data to determine LOS along any segment in the state system. The STA will continue to work closely with Caltrans to determine the nature, criteria and schedule of their data to be collected and used for assessing LOS, and the facilities for which this data will be utilized.

3) Several arterials in the system do not intersect other system segments for considerable distances. In these cases, the STA will determine where segment level LOS must be determined. The method of determination shall be the HCM. The current list of arterials that fall into this category and the location of segment LOS measurement is:

Arterial	Segment Measurement Limits
Military Way in Benicia	Between West 3rd and West 5th
Walters Road in Suisun City	Between Scandia and Prosperity
Walters Road in Solano County	Between Fairfield and Suisun
Peabody Road in Solano County	Between Fairfield and Vacaville
Peabody Road in Vacaville	South of California Drive
Elmira Road in Vacaville	East of Leisure Town Road

within its jurisdiction. In cases where Caltrans RSR segments cross the boundaries of two or more jurisdictions, the jurisdiction with the greatest number of road miles within the RSR segment shall be responsible for monitoring and reporting to the STA. If there is a dispute, the STA shall determine which agency must monitor and report.

The jurisdiction with monitoring and reporting responsibility may use either operations or planning procedures for the LOS determination. Once a procedure is chosen (either planning or operations) and a report is made to the STA, that procedure must be used in all future reports. If a jurisdiction desires to change the service assessment procedure it must first include in its biennial report (for no less than two reporting periods) the results of both planning and operations measurements. At the end of that period the STA may allow the requested switch in procedure. As a condition of the change in procedure the STA may require that an adjustment factor be included in the calculations.

Level of Service measurements must be reported to the STA on a biennial basis at a time and in a form to be determined by the STA (see Appendix A). The measurements shall be for peak hour postmeridian traffic for local arterials and for whatever peak period (hour, day, or month) is readily available from Caltrans for state routes. The measurements should be from a weekday during the months of March through June.

The various jurisdictions have provided measurements of listed intersections and road segments, along with a standard and method for assessing LOS, as part of the biennial determination of conformity to the requirements of the CMP in _____1999. The results are contained in Appendix G.

The biennial LOS measurements submitted to the STA may exclude trips generated by any of the following:

1) Interregional travel
2) Impacts caused by construction, rehabilitation or maintenance of the CMP system
3) Freeway ramp metering
4) Traffic signal coordination if such coordination is done by the state or multi-jurisdictional agencies
5) Traffic generated by low or very low income housing as designated by standards established by state and federal agencies and by the Association of Bay Area Governments
6) Traffic generated by high density residential development located within 1/4 mile of a fixed rail passenger station or traffic generated by any mixed use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area of the mixed use development is used for high density residential housing

The methodology for determining these exclusions shall be consistent with the MTC regional model. Reasoning and supporting measurements of such traffic exclusion is the responsibility of the submitting jurisdiction and should be submitted in writing to the STA for review and approval. The STA shall make a final determination concerning the acceptability of the method used for such exclusions.

For any new segment added to the system the initial LOS measurement shall be for a peak post meridian period on a weekday in May or June of the year of inclusion. This initial measurement will determine the LOS standard for that segment.

SECTION 4

PERFORMANCE ELEMENT

This element sets forth performance measures to evaluate current and future multimodal system performance for the movement of people and goods. As a minimum, these performance measures are to incorporate highway and roadway system performance, measures established for the frequency and routing of public transit, and for the coordination of transit services provided by separate operators. These measures support mobility, air quality, land use and economic objectives and are used in the development of the capital improvement program, deficiency plans and the land use impact program.

MULTIMODAL SYSTEM PERFORMANCE MEASURES

One of the key emphases is on "multimodal system performance." While this measurement is not as precisely defined such as with LOS measurements, the purpose of these measures are to identify either individually or as a group, how the countywide transportation system (including all modes), is performing. The LOS measurements which provide the STA with information regarding the performance of the highways and principal arterials, and this element will help determine how the transportation system as a whole is performing.

In Solano it was decided that the criteria for the selection of performance measures should include:

1.) Ease of measurability and accessibility of data
2.) Forecastability
3.) Variety of locally accepted modes

PERFORMANCE MEASURES FOR SOLANO CMP

The following performance measures were selected for the Solano CMP:

1.) Level of Service: This measurement provides an overview of congestion management in Solano. It has already been included in the CMP for the past eight years and provides an on-going way to compare changes to the system on an annual basis. It is a widely accepted way to identify existing traffic conditions and to plan the most effective improvements to the highways and roadway system. This measurement is discussed in Section 2 and the standards and existing LOS for each of the CMP road segments is contained in Appendix G.

2.) Travel Times To and From Work: These travel times are documented in the Commute Profiles approximately every two years. In 1993, the average commute time was 31.4 minutes, in 1994 it was 32.9 minutes and in 1996 it was determined to be 31.6 minutes. A comparison of travel times, over time, will be compiled for subsequent CMP updates.

3.) Ridership for Intercity Transit: This measure will calculate the number of riders that use intercity transit per day. The data will be compiled, over time, from operators which are responsible for any of the existing or proposed intercity routes evaluated in the Solano Intercity Transit Concept Plan or 5-Year Intercity Transit Plan. A more detailed discussion of existing transit services available as well as the major proposals in this concept plan are described later in this program.

4.) The purpose is to ensure that bicycle and pedestrian improvements are included, where appropriate, in the CMP's Capital Improvement Program and as recommended in the Solano Countywide Bicycle Plan. This plan proposes a major countywide bicycle system with a primary route following along various county and city roads from Davis-Dixon-Vacaville-Fairfield; then through Fairfield's Linear Park to I-80; then adjacent to I-80 along the former State Route 40 right-of-way to Vallejo. A secondary system is proposed along other state and county roads and intercity arterials.

5.) Multimodal Split: This compares the above measures 2, 3 and 4 for each CMP update. It assumes that with further efforts to enhance and promote modes such as intercity transit, ferry, rail, ridesharing and telecomuting, single occupant vehicles (as a percentage of all modes) will continue to drop. The current estimated mode split and some projected percentages over the next 20 years for each mode are as follows:

MULTIMODAL SPLIT PROJECTIONS FOR SOLANO

Mode:	Single-Occu. Vehicles	Transit/ Bus/Ferry	Carpool/ Vanpool	Bicycle/ Pedes./Tele./ Other	Rail: Capitol Corr.
Existing Year:					
1990	73.9%	2.3%	19.0%	4.7%	0.1%
1993	68.1%	3.9%	25.4%	2.5%	0.1%
1994	72.0%	2.9%	22.3%	2.7%	0.1%
1995	72.8%	2.5%	21.5%	3.1%	0.1%
1996	66.6%	4.5%	23.1%	5.7%	0.1%
Projected Year:					
2000	65%	4.8%	23.1%	6.4%	0.3%
2005	62%	7%	22.5 %	7.0%	1.0%
2010	59.5%	9%	22.5%	7.5%	2.0%
2015	55.5%	11%	23.0%	7.8%	2.7%

NOTE:

The above listed (Existing) percentages are based upon data summarized from the annual Commute Profiles as well as estimates from other transit and transportation studies and projections recently prepared by the STA. Each member jurisdiction should strive to achieve these goals although they are not intended to be a strict standard that must be met to conform with the CMP. LOS standards are the only standards to be used for the purpose of conformity and to determine whether or not a deficiency plan would be required.

EXISTING PUBLIC TRANSIT SERVICES

The following is a brief description of existing public transit currently available in Solano.

Vallejo Transit and BayLink

The City of Vallejo has the most extensive public transit service in Solano. Fixed-route service is offered through six regular intra-city routes using a fleet of 49 buses. Regular inter-city service is offered Monday through Saturday.

An intercity service called BARTLink, started in 1987, provides a direct connection between Fairfield, Suisun City and Vallejo and the El Cerrito del Norte BART station in Contra Costa County. The service is also available six days per week from Vallejo. Early morning and late evening service is available on weekdays, with BARTLink buses leaving Vallejo neighborhoods as early as 4:18 a.m. and late evening trips returning as late as 10:45 p.m.

In addition to bus service, the City of Vallejo also provides Vallejo Baylink ferry service between Vallejo and San Francisco. With the arrival of two new ferryboats in the summer of 1997, ten daily round trips are now provided each weekday with reduced service on weekends and holidays. Including weekend trips, an average of 1,650 daily passenger trips were being carried by the ferry in the second full month of service July 1997.

On a typical weekday the City of Vallejo provides a total of approximately 11,000 passenger boardings on their entire fixed route bus system at a subsidy cost of about $2.4 million per year. Along the Fairfield-Vallejo-El Cerrito BART I-80 commute corridors (Routes 80/85, 90, 92 and 100) about 3,400 intercity boardings are provided by Vallejo Transit. Operating cost for this intercity transit service is about $1.2 million of subsidy per year.

In 1998, Vallejo Transit commenced two new express bus routes –Route 92 from Vacaville-Fairfield- to the Vallejo Ferry Terminal -El Cerrito del Norte BART and Baylink Express Route 100 from Sacramento to the Vallejo Ferry Terminal. Both of these services were designed to provide timed feeder bus services to the Baylink ferry service.

Vallejo also has a subsidized taxi program for seniors and ambulatory disabled persons. Service is available 24 hours a day, seven days a week. Annual ridership is estimated at more than 75,000 passenger trips.

In 1995, the City began operation of its own intracity and intercity paratransit service (called Run About) for ADA eligible individuals. The service operates from 7 a.m. to 7 p.m. Monday through Friday and Saturday from 8 a.m. to 5 p.m. The service is demand responsive, and is handicapped accessible. It primarily serves destinations within the City of Vallejo and to Benicia and Fairfield-Suisun as well as complementary paratransit service to El Cerrito del Norte and Pleasant Hill BART. Annual cost for FY 95-96 intercity/intracity service was about $385,000. It provides about 10,500 hours of service and about 20,000 passenger trips annually.

Fairfield-Suisun Transit

The City of Fairfield and the City of Suisun City have a combined system, serving both jurisdictions. Fixed route service is offered through nine regular intra-city routes using a fleet of 21 buses. Service is offered Monday through Saturday.

Typical weekday ridership is 3,100 passenger boardings. Total operating subsidy for the fixed-route service approximated $1.10 million for fiscal year 99.

Fairfield-Suisun Transit also manages the inter-city service (Route 20). Route 20 provides 13 round trips Monday through Saturday between Solano Mall, Factory Outlet stores and Vacaville Regional Transportation Center (VRTC). The annual operating subsidy for this intercity service is approximately $120,000 and is funded jointly by the cities of Fairfield, Vacaville and Solano County.

In March 1996, the cities of Fairfield and Vacaville started the Route 40 Solano BART Express which operates between Vacaville and Pleasant Hill BART via Fairfield. The service provides nine daily round trips with approximately 106 weekday boardings. The service has been funded jointly by the cities of Vacaville and Fairfield with grants from the Bay Area and Yolo-Solano Air Quality Management Districts. Annual operating subsidy is approximately $224,000.

In addition to the fixed-route transit system, Fairfield/Suisun Transit provides three different transportation services to the elderly and disabled. Two of the services, Dial-a-Ride Transit (DART) and reduced fare taxi are also available to residents of Suisun City.

The DART service operates Monday through Friday from 6:00 a.m. to 7:30 p.m., and on Saturday from 9 a.m. to 4 p.m. within Fairfield and Suisun City. Budgeted operating cost for FY 99 was $337,000 of which $29.600 came from fares and the remainder from Transportation Development Act (TDA) funds. This service provides approximately 20,400 passenger trips and approximately 6,400 of them are lift-assisted.

Subsidized taxi service is available at half the metered fare, 24 hours a day. Individuals are issued either a DART card or a taxi card. DART cardholders can also use the subsidized taxi. Operating costs for FY 99 were budgeted at $199,000 of which $88,000 comes from passenger fares based on an estimated 28,000 trips for the year.

A volunteer driver program is provided through the "Friends of the Fairfield Senior Center", a private non-profit organization. Users of this service must be fairly ambulatory. Operating costs are budgeted at about $57,000 for FY 99 and annual fare revenue is about $3,000. The service provides about 4,200 trips annually.

Benicia Transit

The City of Benicia operates an intercity fixed-route service that operates between the

Vallejo Ferry Terminal and the BARTLink stop in Vallejo to Benicia and the Pleasant Hill BART station in Contra Costa County. Six vehicles are used in the Monday through Saturday service. Benicia Transit also operates the Southampton Express providing five daily non-stop roundtrips directly between the Southampton neighborhood and Pleasant Hill BART using some funding from the BAAQMD's Transportation Fund for Clean Air.. Typical weekday boardings total about 600 passengers. Annual operating subsidy for the service is about $425,000.

In addition to its fixed-route transit services, Benicia funds a Dial-a-Ride program open to the general public (as well as the elderly and handicapped). Based on FY 95-96 data the annual operating cost of the program is about $308,000 of which $60,000 comes from user fares. Approximately 40,000 trips are provided annually.

Benicia also participates in the Run About paratransit service, which provides intercity trips for Benicia.

City completed a Short Range Transit Plan during 1995-96 and is planning to update it in 1999-00. Benicia and Vallejo also jointly prepared a Transit Coordination Study in 1998 which studied the potential advantages and disadvantages of providing fully coordinated or consolidated services.

Vacaville City Coach

The City of Vacaville offers intracity fixed route service to the general public on six routes for eleven hours a day on Monday through Friday and for eight hours a day on Saturday. All buses used are lift equipped. Daily ridership averages about 550 boardings. Annual operating cost for FY 96-97 is approximately $965,000 from TDA and FTA Section 9 funds.

Vacaville provides two alternative transportation options for the elderly and disabled. Lift equipped dial-a-ride vans operate Monday through Saturday for pre-qualified persons of a minimum age of 80 or with a disability. This system carries approximately 6,000 riders annually at a cost of approximately $165,000. The city also provides a subsidized taxi service which carries 15,000 riders annually. The cost of the subsidized taxi service is $54,000 annually, of which half comes from fares.

In 1995, the city acquired seven new buses and three new accessible vans. In 1997, its Short Range Transit Plan was updated and the City approved some restructuring to its routing system and schedules. During 1999 the City was in the process of updating the SRTP.

Rio Vista Transit

In 1994, with in-house staffing the City of Rio Vista took over the operation of their general public dial-a-ride service within the city and for trips (on demand) to Lodi, Stockton, Isleton, Fairfield, and Antioch. Fares for local service are $1 per trip; trips to Isleton are $2 roundtrip; trips to Lodi, Fairfield, and Antioch are $5.00 roundtrip; and trips to Stockton and Lodi are $7 roundtrip.

Trips to each out of town destination are scheduled once per week but only if someone requests a ride. In 1996/97, operating costs were approximately $41,500 with $ 4,300 anticipated from fares Approximately 2,500 trips are provided each year.

Dixon Readi-Ride

The City of Dixon operates a general public dial-a-ride service which operates within the city limits and in the immediately adjacent unincorporated areas. Service hours are Monday through Friday and on October 1, 1996 increased to 7:00 a.m. to 6:00 p.m. to coordinate better with Citylink schedules. Total operating costs for 1995-96 was about $232,000 of which $21,000 was from fares and the remainder from TDA. Ridership is primarily school age children and seniors. About 14,000 trips per year are provided.

The city has formed a Transit Steering Committee which meets periodically to provide input on various transit issues. During 1996 the City prepared its first Short Range Transit Plan.

Yolobus

Commencing in October 1997, Yolobus begin operating Route 30/220 between Fairfield-Vacaville-Dixon-Davis and Winters. This service is funded with clean air funds from the Yolo-Solano and Bay Area Air Quality Management Districts and is managed by the Solano Transportation Authority (STA).

Solano County

The County financially contributes to Citylink Route 20, Route 85, Solano Paratransit, limited subsidized taxi service and Solano Paratransit.

Solano Paratransit

Under a joint powers agreement among the cities and the county, the STA operates Solano Paratransit, an intercity paratransit service primarily for ADA eligible riders. It is managed under an agreement with the City of Fairfield and provided by a private transit operator. Since August 1995, this service has provided intercity trips for residents of Fairfield, Suisun City, Vacaville, Dixon, Rio Vista and unincorporated Solano County. The projected 1999-00 subsidy for the service is about $250,000 which is shared by the above jurisdictions. Estimated annual ridership is about 9,000 boardings.

INTERCITY TRANSIT

Since the late 1980's when intercity transit was first initiated in Solano, daily ridership has increased an average of about 450 boardings per year to a current total intercity ridership of more than 4,000 daily boardings.

There are regularly scheduled public transit services connecting the seven cities in Solano plus destinations to cities in adjoining counties including El Cerrito and Pleasant Hill in Contra Costa County, San Francisco, Napa, Davis and Sacramento.

In 1997, the SolanoLinks Intercity Transit Consortium was formed with participation of all seven Solano transit operators, Solano Commuter Information and the STA It also functions as an official advisory committee to the STA Board on matters pertaining to planning and implementation of intercity transit. The Consortium was established in response to SB 1474, the Bay Area Transit Coordination bill and has established a very effective marketing and planning program. It is considered one of the model transit coordination efforts throughout the Bay Area.

In 1998, the SolanoLinks Consortium completed it first 5-Year Intercity Transit Plan that identified various new and expanded services along the I-80 and I-680 corridors. Particular attentive was given to the need for expanded service in north county between Fairfield, Vacaville, Dixon and Davis.

Intercity train service (called the Capitols) is also provided with 6 daily roundtrips by the Capitol Corridor Joint Powers Board (CCJPB). It is operated by Amtrak and an existing station is located in Suisun City at Highway 12 and Main Street. The CCJPB plans to increase service to 7 trips by October 1999 and by 10 trips by 2002. Additional Solano stations are proposed in Fairfield/Vacaville, Dixon and Benicia. The STA has been a strong supporter of this service and believes it will become an important transportation mode for Solano residents in the next decade.

Frequency and Routing

As described above, the transit systems in Solano run the gamut from well-developed urban systems to very small rural services. The standards depicted in Tables II and III reflect this diversity. The levels of service required differ according to the situation. Because of its very low density residential development (as low as ten people per square mile), there are no standards for the unincorporated area. In the more densely settled urban areas, the standards are quite high.

These standards are intended to be minimums. Agencies are encouraged to exceed them particularly in high volume corridors during peak periods.

There are standards for different service types as well as for different sized jurisdictions. Commute and general public services have different requirements from those intended to provide only "lifeline" service to those without other transportation options.

Coordination of Services

The various intercity services, Vallejo Baylink ferries, BARTLink, Citylink, and Solano BART Express have timed transfer connections with the local systems they serve. In addition, the intercity services and the local services have transfer agreements in place.

Table II

Intracity Transit Service Standards

City Population	Service Target	Service Type	Headways	Distance to Stops	Days	Hours	Minimum Farebox
100,000 and up	Commuters and General Public	Fixed Route	1 hour	1/4 mile for 85% of population	6 days/ week	6 to 10*	As set by TDA regulations
	Lifeline	Fixed Route	1 hour	1/2 mile for 85% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
99,999 - 50,000	Commuters and General Public	Fixed Route	1 hour	1/2 mile for 80% of population	5 days/week	8 to 5	As set by TDA regulations
	Lifeline	Fixed Route	1 1/2 hours	1/2 mile for 70% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
49,999 - 25,000	Commuters and General Public	Fixed Route	1 hour	1/2 mile for 70% of population	5 days/week	8 to 5	As set by TDA regulations
	Lifeline	Fixed Route	2 hours	1/2 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
24,999 and less	Commuters and General Public	Fixed Route	2 hours	1 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
	Lifeline	Fixed Route	2 hours	1 mile for 50% of population	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations

* Weekend hours minimum is 8 to 5

Table III

Intercity and Intercounty Transit Service Standards

Population*	Service Target	Service Type	Headways	Stops	Days	Hours	Minimum Farebox
180,000 and up	Commuters and General Public	Fixed Route	1 hour	Local service transfer point(s)	6 days/ week	6 to 10**	As set by TDA regulations
	Lifeline	Fixed Route	2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
179,999 - 100,000	Commuters and General Public	Fixed Route	1 1/2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
	Lifeline	Fixed Route	2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
99,999 and less	Commuters and General Public	Fixed Route	2 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
	Lifeline	Fixed Route	3 hours	Local service transfer point(s)	5 days/week	8 to 5	As set by TDA regulations
		DAR	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations
		Taxi Assist	24 hours	NA	5 days/week	8 to 5	As set by TDA regulations

*The sum of the population for any two adjacent directly served cities.

**Weekend hours minimum is 8 to 5

Monthly passes are offered by Vallejo Baylink ferries, Vallejo Transit, Benicia Transit and Fairfield-Suisun Transit. The Baylink pass allows use of either the ferry or Vallejo Transit buses (including BARTLink), Benicia Transit and Fairfield/Suisun Transit vehicles for travel in either direction. Vallejo Baylink ferries connect to Vallejo Transit, BARTLink and local services, Benicia Transit, and Napa Valley Transit. The ferry pass also includes a San Francisco Municipal Railway (MUNI) Fast Pass sticker for use on all MUNI services at no additional cost.

Solano transit operators are looking forward to the implementation of the TransLinks coordinated fare system which is expected to begin implementation in the year 2000 on selected services and routes.

In October 1997, Yolobus began operating Citylink Line 30/220 from Fairfield-Vacaville-Davis-Winters including monthly passes and transfers to Sacramento Regional Transit.

The Cities of Fairfield and Suisun City have a fully coordinated system serving both cities.

These examples demonstrate that movement has been made to integrate the existing services in Solano. A broader approach may have to be taken in the future, however, to develop a true regional transit service in the county. As traffic congestion worsens, convenient, integrated transit alternatives will need to play a bigger role in maintaining the mobility of the transportation system.

In 1995, the Solano Transportation Authority prepared the Solano Intercity Transit Concept Plan. This plan studied the projected demand for intercity transit over the next 20 years. It recommended increasing ridership from approximately 3,600 riders per day (3% of all home- to-work trips) to approximately 11,000 per day (11%). It would be achieved through the implementation of an eight route intercity transit system, expanding on the existing routes and destinations described above. It proposed additional express routes, more frequent service, higher occupancy vehicles, the development of on-line transit stations located along the I-80 corridor and additional and expanded park-and-ride lots. The various proposals would be implemented either by existing operators or new or better coordinated transit arrangements.

In 1998, the SolanoLinks Intercity Transit Consortium prepared the Solano 5-Year Intercity Transit Plan. It proposed the extension of Route 85 between Fairfield and Vacaville and the potential long-term extension of Route 85 to Dixon and Davis. It proposed further market analyses of the Contra Costa employers to help increase transit ridership along the I-680 corridor and a market demand study of Dixon residents. It suggested the possible use of subscription bus services along certain corridors like I-680 to help increase transit ridership.

The STA and the various Solano transit operators will continue to identify and request additional funding to fully implement the intercity transit plan including federal, state and regional funds that may become available and local sources such as a portion of a transportation sales tax should one pass in Solano. In particular, the STA and its member agencies will continue to pursue TEA-21 funds (including increased CMAQ funds), federal earmarks, State Transportation Improvement Program (STIP) funds, Regional Measure 1 funds, annual clean air grants, regional

and local transportation tax measures and other special funds that would help maintain and expand intercity transit services. Also, the STA will incorporate transit strategies and prioritize or recommend transit projects in the various countywide and regional transportation plans.

Coordination Standards

Solano County is one of the nine Bay Area counties under the jurisdiction of the Metropolitan Transportation Commission. Senate Bill 602 (Kopp, 1989) requires a certain level of coordination between all transit operators in the region. As a result, this CMP specifically recognizes and adopts the SB 602 coordination standards (see Appendix C) as its own. To limit duplication of effort, the STA will determine compliance with the coordination standards based on MTC's annual determination of compliance with SB 602 standards. In addition, in 1996, the Bay Area Transit Coordination Bill — SB 1474 (Kopp) passed which requires MTC to, among other tasks, determine if there are duplicative transit services in the region, and to withhold State Transit Assistance Funds (STAF) until those duplications are corrected.

During 1997, the STA completed the Solano Intercity Transit Coordination Study. This study was proactive and made recommendations to address applicable items included in SB 1474. The proposals included the formation of an intercity transit consortium, improvements to intercity transit services, improved transit information and marketing, and the long range capital and operating needs of intercity ADA paratransit services. Implementation of its recommendations commenced during 1997-98 with the formation of the Solano Intercity Transit Consortium.

SECTION 5

TRIP REDUCTION AND TRAVEL DEMAND

This section promotes alternative transportation methods such as carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including flexible work hours, telecommuting, and parking management programs.

Trip Reduction Programs

The state legislation that required each jurisdiction to have in place a Trip Reduction Ordinance (TRO) was repealed in 1996. To conform with this legislation, both the Bay Area Air Quality Management District and the Yolo-Solano Air Quality Management District no longer have regulations requiring any mandatory trip reduction programs. However, because many trip reduction programs have been quite successful, there continues to be a variety of voluntary trip reduction programs in Solano. These include the very successful carpool, vanpool and employer outreach efforts programs of Solano Commuter Information; the efforts by the SolanoLinks Transit Consortium to create a higher level of transit coordination and ridership for all of its transit operators; and the programing of BAAQMD clean air funds to create more effective transit, bicycle and other trip reduction projects.

However, this does not preclude voluntary and non-employer based trip reduction programs that continue to encourage trip reduction efforts of jurisdictions consistent with this section of the congestion management program.

Transit Systems

Jurisdictions should provide as complete, accessible, and functional transit systems as are financially viable. Transit systems should be extensive enough to allow the substitution of transit trips for single occupant vehicle trips, yet the systems must be affordable both to the transit agency and the user. Systems should provide enough options in both time and routes that they are an attractive alternative to the private automobile.

Some Solano jurisdictions are too small to support the operation of a transit system that would appeal to any but the transit dependent. It is recognized that these agencies will be unable to provide systems targeted at choice users who have multiple transportation options.

Intercity transit systems are proposed to reduce congestion by 11% of the total daily traffic

volume. Improvement to transit, particularly along the I-80 Corridor has been proposed by a number of transportation studies including the MTC I-80 Corridor Study and the Solano Intercity Transit Concept Plan (prepared in 1995). Improved information, promotion and increased service options in the terms of bus, rail and ferry is expected to entice commuters out of the automobile.

Park-And-Ride Lots

Sufficient park-and-ride lots should be provided. The current level of out-commutes exceeds the number of park-and-ride spaces available. Additional spaces are needed. While several additional and improved park-and-ride lots are in the planning and implementation stages (i.e. Vallejo, Fairfield and Dixon) some jurisdictions have no designated lots and others have too few for the number of commuters. Ridesharing and transit commuter options are encouraged by proper numbers and placement of park-and-ride lots. Also, the placement of secure bicycle parking facilities are encouraged at park-and-ride lots.

Bicycle Facilities

More attention has recently been given to the planning, construction and maintenance of bike routes and paths. However, many of the systems within cities and the county are incomplete, follow indirect routes or do not serve trip attractors. Routes must be made more appealing and complete and the public made aware of their existence and viability. In 1999, the Yolo-Solano Bikelinks maps were completed to help identify the best existing bike routes and promote bicycling throughout Yolo, and Solano counties.

Bicycle routes generally divert trips no longer than five to seven miles. The system should be designed to capture trips that would otherwise be taken in a single passenger automobile. The system should not be designed primarily for the pleasure rider.

Additions or changes to the transportation system should be made with bicyclists and pedestrians in mind. Improvements should enhance the safety of bicyclists and pedestrians as well as motorists.

Bicycle routes and improvements should be consistent with the Solano Countywide Bicycle Plan. This Plan proposes a primary bikeway system extending between Davis (in Yolo County) and Dixon, then following various county and city roads to Vacaville, Fairfield and Suisun City; then crossing through Fairfield on the linear park route towards Solano Community College; then paralleling I-80 to Vallejo, with future connections to the new bike routes on the planned spans for the Carquinez and Benicia-Martinez bridges. A secondary or recreational system is also proposed along many county roads and adjacent to many of the road segments designated in this program.During the past few years since the first bicycle plan was completed, the STA has been actively pursing funding requests for implementation of the primary route. The total primary and secondary system will require more than $28 million (which is very cost effective compared to most other modes) and will take concerted efforts by all jurisdictions to fully fund and implement the entire network. Within the past 4 years over $1.5 million of bicycle funds (about 5% of the minimum amount needed) has been obtained and programmed for various bike route projects.

Land Use

Innovative land use decisions are encouraged. Mixed-use zoning, pedestrian pockets, grid style street systems, preferential parking, requirements that tie increased housing to increased job availability in the area and other land use decisions that would lead to reductions in single-occupant vehicle trips should be explored and taken. MTC has taken the lead in encouraging more coordinated planning between land use and transportation matters. The STA has taken the lead in developing the Jepson Corridor Concept Plan (also called the Reliever Route) to identify various land use and transportation strategies that would improve the design and functioning of this 10 mile route of roads from Suisun City-Fairfield-unincorporated Solano County- Vacaville. Maximum public participation has been included in the planning process to help reach a viable consensus on this plan.

Increased density at transit nodes may well be of benefit in the future. Jurisdictions are encouraged to examine and plan for this in their long range planning as the population and the sophistication of their transit network increases.

HOV Lanes and Light Rail Systems

Planning for the installation of High Occupancy Vehicle (HOV) lanes for any freeway or major expressway that will be six or more lanes is encouraged. The STA will examine any future plans for these types of facilities to determine if HOV lanes would be beneficial. Even where installation of HOV lanes shows little or no short term benefit, the long term effect should be considered in any widening program.

The MTC I-80 Corridor Study and HOV Master Plan proposed an HOV lane in the most congested portion between Vacaville and Fairfield. In 1996, an HOV lane was constructed on I-80 from Highway 4 to Richmond. Contra Costa County was also considering the possible installation of HOV lanes along I-680 south of Solano County.

In 1997, the STA prepared a Long Range Light Rail Plan to look at maintaining rail options particularly over the new spans of the Benicia-Martinez and Carquinez bridges. A combination of light rail and HOV lanes in key congested areas, would encourage alternative commute patterns throughout the county and also support the Intercity Transit Concept and Coordination Plans.

Signal Timing

The STA encourages all jurisdictions to take actions directed towards meeting the clean air standards contained in both state and federal legislation. In particular, jurisdictions with one or more series of traffic signals that would benefit from either an air quality or vehicular congestion standpoint should consider participation in Caltrans' Fuel Efficient Traffic Signal Management Program. Signal timing programs could well eliminate the need for other more costly improvements to maintain mobility on the transportation system.

The STA will work with local agencies and support their efforts to develop and implement programs for signal timing. These include the Citywide signal interconnect program in Vallejo and the long term signal interconnect proposed along the Jepson Parkway (or Reliever Route) through Suisun City, Fairfield, Solano County and Vacaville.

Jobs-Housing Balance

Forty percent of Solano's employees commute to jobs outside the county. These commutes are generally longer and therefore contribute more to highway congestion and air pollution than in-county, or better still, in-city commutes. One way to reduce this out-commute is to provide a balance between housing provided and jobs available within each of the cities in the county. To be truly balanced, the jobs must pay enough that the jobholder can afford to live in the jurisdiction where he or she works.

Limiting growth in housing units may also reduce the out-commute. This often has the undesired effects, however, of increasing housing costs, reducing the availability of low-income housing and limiting the turnover of housing stock.

While there is no guarantee that a jobs-housing balance will reduce the out-commute, a well-planned policy continued over an extended period is the best alternative available.

Flexible Work Hours and Telecommuting

A primary cause of traffic congestion is the work commute. Typically, traffic volumes are at their highest during the weekday morning and evening commute hours. Any rearrangement of the workday that avoids starting work between 7 a.m. and 9 a.m. or stopping work between 4 p.m. and 6 p.m. will reduce this commute congestion.

Another effective technique involves altering the typical workweek. Changing from a workweek of five 8-hour days to four 10-hour days will reduce the work commute by twenty percent. Changing to a two-week period consisting of eight 9-hour days and one 8-hour day will reduce the work commute by 10 percent.

Telecommuting also effectively reduces work-hour traffic congestion. Many jobs do not have to be performed at the work site each day. Employees can perform these jobs at their home, entirely eliminating the commute trip, or at a telecommuting center which would be located closer to home than the normal work site. These employees would only be required to come to the work site when necessary.

Employers, including government agencies, are encouraged to implement any of the flexible work hour arrangements and/or telecommuting whenever feasible.

Parking Management, TSM Programs and Other Incentives

In many congested areas, adequate parking is at a premium. Often employers in these areas provide free or subsidized parking as an employee benefit. There are various ways in which the availability of parking can be used to encourage work commutes by means other than the single occupant vehicle.

Probably most obvious (but certainly not very widely accepted in suburban or rural areas) is for employers to simply stop providing free or subsidized parking for single occupant vehicle commuters. A more positive approach is for employers to provide cash incentives to employees who commute by means other than the single occupant vehicle. There are two excellent examples of new cash incentive programs that have been available in Solano. Between 1993-1998, Solano Commuter Information provided a $100 cash incentive for vanpool riders who participate in the I-80 Vanpool Incentive Program, part of Caltrans I-80 Transportation Management Plan that was implemented during the construction of new vanpool, carpool and bus lanes along I-80 from Highway 4 to the Bay Bridge. Also, in 1995 and 1996 the County of Solano implemented a grant-funded incentive program (TFCA funds from BAAQMD) that paid $100 to County employees who agreed to give up driving alone to work for an average of three days per week for four months. Both these programs received positive results but have been terminated because of the elimination of grant funding.

Incentives can also be in the form of free and/or preferential parking for vanpools and carpools. Also, transit incentives (i.e. some free introductory trips or employer subsidized transit passes) to encourage use of transit, have been successful during rideshare week and are often used in other transit systems such as the transit incentive program in Contra Costa and the Ecopass in Santa Clara County.

AB 2109 requires that certain employers offer a "parking cash-out" program. The law applies to employers that: 1) have 50 or more employees, 2) lease parking for their employees, 3) subsidize that parking for employees, and 4) can reduce the number of parking spaces available to employees without penalty (such as breaking a lease or violating planning regulations).

Employers who meet the above criteria and who lease parking after January 1, 1993, or renew leases after that date must offer employees cash equal to the subsidy for an employee's parking space.

Local agencies typically require the provision of ample parking as a condition of approval of any new development. These parking requirements should be reconsidered with a view toward discouraging the use of single occupant vehicle trips to work sites, and commercial, shopping, and recreational activities.

Gas taxes can discourage excessive automobile usage and promote the use of transit and other forms of alternative modes.. When the state increased the gas taxes by a 9-cent increase to 18 cents per gallon (which was phased in by 1995), increased emission reductions were noticeable.

Caltrans' Traffic Operations System (TOS) assumes emission reductions. TOS systems are planned to be provided along the major corridors such as I-80 and I-680 to improve traffic flow by providing information on traffic incidents and emergency bypasses during those incidents.

The STA supportsTransportation Systems Management (TSM) programs that will improve transportation corridors by reducing traffic congestion, improve safety and promote alternative transportation modes. Projects such as the Jepson Parkway Concept Corridor Plan and the STA Travel Safety Study are two examples of recent efforts to provide TSM programs in Solano.

Each year the Bay Area Air Quality Management District and Solano Commuter Information (SCI) conduct the Spare the Air Program. The STA supports the efforts of BAAQMD to reduce air emissions during high ozone days. Also, the SolanoLinks Intercity Transit Consortium has recently provided support to the BAAQMD and the Spare the Air program to promote transit to Seven Flags Marine World by preparing a special flyer.

The FasTrak bridge fare program, the Weigh in Motion truck program, telecommuting and other high technology programs are supported by the STA.

Bridge Tolls/Ferry Services

Bridge tolls are currently $2 on both the Carquinez and Benicia-Martinez bridges as well on all other state-owned toll bridges in the Bay area. Bridge tolls are used for the retrofit and improvement of the bridge spans along with 5%of the revenue committed to various transit and ferry services. Assembly Bill 429 (Perata) proposes to increase the tolls by $1 to pay for the proposed Bay Area Water Transit Authority to pay for a very ambitious Bay Area ferry system. The STA has taken a position to oppose this bill unless amended with provisions that would appoint this authority by local officials with approval of the plan and funding allocation by the normal MTC processes.

Ferry services have continued to grow after the October 1989 Bay Area earthquake. Immediately after the earthquake, additional ferry services were provided by Vallejo Transit and other Bay Area ferry operators. This situation proved the importance of having well-funded, independent ferry and other transit services that can respond quickly to a crisis.

Transportation Control Measures

MTC Resolution 3000 requires all CMPs to be consistent with the region's adopted Transportation Control Measures (TCMs) for the Federal and State Clean Air Plans by addressing the timely implementation of TCMs that require local implementation. Particular attention has been given to Table 1 of that Resolution, and efforts have been made to meet its intent. Table IV (shown below) lists the correlation of the Federal/State TCMs with the Solano CMP. These measures, in whole or in part, are being implemented by various programs and projects in the sections referenced in the CMP. Projected target dates have been included in the Capital Improvement Program to monitor the implementation and success of many of those measures. Additional regional TSM measures have been incorporated into this list from the 1997 CMP in accordance with MTC's CMP guidelines.

TABLE IV

Correlation of Federal/State TCMs with Solano CMP

TCM	Description	Where Addressed in Solano CMP
F1,2,3	Expand public transit	Section 4, Performance Element
F4	Expand HOV lanes	Section 5, Trip Reduction and Travel Demand Element
F5	Support Rides and SCI efforts	Section 5, Trip Reduction and Travel Demand Element
F7	Reaffirm preferential parking	Section 5, Trip Reduction and Travel Demand Element
F8	Encourage Park-and-Ride lots	Section 5, Trip Reduction and Travel Demand Element
F9	Expand commute alternatives	Section 5, Trip Reduction and Travel Demand Element
F13	Increase bridge tolls	Section 5, Trip Reduction and Travel Demand Element
F14	Support Bay Bridge surcharge	Section 5, Trip Reduction and Travel Demand Element
F15	Support increased state gas tax	Section 5, Trip Reduction and Travel Demand Element
F17	Continue post-earthquake transit	Section 5, Trip Reduction and Travel Demand Element
F18	Expand Amtrak Capitols	Section 5, Trip Reduction and Travel Demand Element
F20	Support regional HOV System Plan	Section 5, Trip Reduction and Travel Demand Element
F20	Support regional HOV System Plan	Section 5, Trip Reduction and Travel Demand Element
F21	Support Regional Transit Coordination	Section 4, Performance Element
F22	Expand Regional Transit tickets	Section 4, Performance Element
F24	Expand signal timing to new cities	Section 5, Trip Reduction and Travel Demand Element
F25	Maintain existing signal timing	Section 8, The Capital Improvement Program
F26	Support Incident Management Systems	Section 5, Trip Reduction and Travel Demand Element
F27,28	Support TSM Programs	Section 5, Trip Reduction and Travel Demand Element
S1	Expand employer assistance	Section 5, Trip Reduction and Travel Demand Element
S2	Support voluntary trip reduction	Section 5, Trip Reduction and Travel Demand Element
S3	Improve areawide transit service	Section 4, Performance Element
S4	Expand regional rail	Section 5, Trip Reduction and Travel Demand Element
S5	Improve access to rail and ferry	Section 4, Performance Element
S6	Improve intercity rail service	Section 4, Performance Element
S7	Improve ferry service	Section 4, Performance Element
S8	Construct carpool/express lanes	Section 5, Trip Reduction and Travel Demand Element
S9	Improve bicycle access	Section 8, The Capital Improvement Program (Ped/Bike Program)
S10	Youth transportation	Section 4, Performance Element
S11	Install freeway TOS systems	Section 5, Trip Reduction and Travel Demand Element
S12	Improve arterial traffic	Section 8, The Capital Improvement Program
S13	Provide transit use incentives	Section 4, Performance Element
S14	Provide carpool incentives	Section 5, Trip Reduction and Travel Demand Element
S15	Air Quality Plans/Programs	Section 7, Land Use Impact Analysis and Mitigations
S16	Support Spare the Air Program	Section 5, Trip Reduction and Travel Demand Element
S17	Support Demonstration projects	Section 5, Trip Reduction and Travel Demand Element
S18	Support Revenue Measures	Section 4, Performance Element
S19	Support Market Pricing Programs	Section 5, Trip Reduction and Travel Demand Element

F= Federal TCM
S= State TCM

SECTION 6

THE TRAFFIC DEMAND MODEL

The STA has created a traffic forecasting model in accordance with ABAG population projects and consistency with the MTC CMP Model Consistency Guidelines of 1999. In addition to the required CMP traffic model , the STA has created a super regional countywide traffic model that extends over the entire Bay Area, much of the Sacramento area and the northern portion of the San Joaquin Valley. This was considered necessary due to Solano County's location on the most direct route between the largest urban regions in northern California.There was also a need to create a multi-jurisdictional model that would provide the most the most reliable traffic projections available for project developments and environmental documents. Details concerning both variations of the Solano model are in Appendix D.

Since the model is a necessary tool for the analysis of projects proposed within jurisdictions for their countywide impacts, it was necessary to develop policy concerning the use and dispersal of both the model and the information it generates. The policy is as follows:

1) All member jurisdictions will receive, on request, any available model output information at no charge. Special runs for general plan and environmental impact studies will continue to be charged the additional cost of that work effort. The STA staff may be helpful in the traffic impact analysis and, on a time available basis, will aid jurisdictions on matters concerning the model.

2) Only the STA will have the right to copy, sell, or otherwise distribute the information contained in the model as a whole. The portions of the model that have been derived from other sources remain under the control of the source.

3) Non-member governmental agencies may receive free model information on request, at the discretion of the Director.

4) For non-governmental users and those governmental units that should not receive free information, the model and/or model information will be available at a price and in a manner to be determined by the STA.

5) Alteration of the CMA model, other than changes in the population and employment data bases triggered by the project in question, will render any traffic analysis completed for CMP purposes unacceptable unless the alterations are cleared in advance with the STA.

The STA has been updating its model during 1997-99 for consistency with the MTC mode choice model called Baycast. The horizon years are now being extended out to the years 2005, 2010, 2015, and 2020.

The MTC model is based on population projections of the Association of Bay Area Governments and takes into consideration long range land use projections for each county. Their population projections are updated every two years and the land use data is updated in areas where growth is occurring the most. Land use and economic trends are used as the basis to project job and household growth in the area and throughout the Bay area.

Through the Partnership Modeling Working Group, MTC is now developing the Baycast version of their model that will be able to be run on desktop computers. The STA countywide model has been updated with a larger number of traffic analysis zones and is consistent with MTC's new regional model.

SECTION 7

LAND USE IMPACT ANALYSIS AND MITIGATIONS

One of the key features of the 1990 CMP legislation was an attempt to link land use decisions to the ability to provide satisfactory transportation facilities and services. To avoid increased traffic congestion caused by new development, mitigation of traffic impacts is required. Since its inception this program has consisted of the following:

"A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. In no case shall the program include costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems."

The two air districts governing the county are required by the California Clean Air Act to develop Indirect Source Rules (ISRs) and require air districts to develop Indirect Source Control (ISC) Programs. The Act allows air districts to develop the specific types of requirements for these programs. It is the intent of the STA to continue to integrate the requirements of this CMP with those of the air district ISRs as much as possible so that one response will fill both needs.

Land Use Impact Analysis

When this CMP was first established, it required submittal of quarterly reports on all small land use developments and all large developments having 2,000 or more ADT. The STA no longer requires the submittal of these quarterly reports since it has been comprehensively updating the land use, population and jobs for the model on a more periodic basis.

However, to help determine biennial conformity with this CMP, each jurisdiction is requested to submit general plan projections on land use/housing/jobs to the modeler on a traffic analysis zone and land use category basis. Also, the STA continues to remain a "responsible agency" and requests each jurisdiction to submit copies of all additional proposed general plan amendments (not included in the basic model data) and environmental impact reports for review and comment by the STA. For any additional general plan amendments not included in the comprehensively updated model, the applicant will be required to have a special model run, conducted by the STA modeler and paid by the project sponsor. Should any of the LOS standards of this CMP be exceeded as a result of new unanticipated projects, the STA will require a deficiency plan as discussed elsewhere in this document.

The mitigations for all land use decisions should be determined at the local level where the planning and review process is critical in reducing reliance on the automobile. Depending on the type and size of the project, possible mitigations may include site design standards to minimize demand for the automobile; minimizing parking (if appropriate) near transportation corridors; development patterns friendly to bicycles, pedestrians, and transit; and clustering and mixing different uses that benefit commute patterns. The CEQA process will also be used to monitor suggested mitigations. This will require that mitigations for transportation system impacts must be presented with cost figures included. Funding to construct the mitigations must also be identified and programmed in the Capital Improvement Program of the CMP.

A problem which must be dealt with is the extra-jurisdictional impacts of projects. If a project in jurisdiction A degrades level of service on a street in jurisdiction B, jurisdiction A shall mitigate that impact.

The following policies have been established to deal with impact mitigation:

1) If impacts of a project are totally contained within the jurisdiction, the mitigations for the project are up to that jurisdiction.
2) If a project in one jurisdiction creates impacts in another jurisdiction, then the jurisdiction containing the project must provide mitigations.
3) If a jurisdiction is able to show with a license plate survey or some other method acceptable to the STA that impacts on a portion of its system are caused by traffic from another jurisdiction, the jurisdiction causing the impact is responsible for mitigations.
4) The STA will act as arbiter in disputes.
5) Compliance with any required extra-jurisdictional mitigations will be part of the conformance findings of the STA and/or part of the required mitigation program approved as part of a Deficiency Plan.

One possible long-term solution to the problem of extra-jurisdictional impacts is a regional gas tax and/or a county transportation sales tax. Although Solano does not have these revenue mechanisms in place, it is hoped that the voters will consider such ballot measures in the future.

DEFICIENCY PLANS

If, based on data from the biennial update, the countywide travel demand model, a general plan or general plan amendment or an environmental impact report, a roadway segment or intersection of the CMP system has deteriorated or will deteriorate below the adopted LOS adopted standard within the seven year time frame of the capital improvement program, the jurisdiction whose development causes the problem will be notified. The jurisdiction must then prepare and submit a deficiency plan in time for the mitigation to be placed in the next biennial update to the CMP Capital Improvement Program (CIP) which is usually prepared during May-September of each odd numbered year. The action portion of the deficiency plan must be completed prior to the date

of the projected system failure. The goal is to plan for congestion and provide mitigation before it happens.

If there is a delay in carrying out the deficiency plan through no fault of the jurisdiction, as determined by the STA, the jurisdiction is protected from loss of gas tax revenue under point 5 of the determination findings contained in Section 9 of this CMP.

A deficiency plan must be adopted by the responsible jurisdiction at a noticed public hearing. The plan is to include: 1) an analysis of the cause of the deficiency, 2) improvements to the affected facility so that it will meet the LOS standard, 3) cost estimates for the improvements, 4) actions that contribute to significant improvements to air quality and improve the level of service of the system, and 5) an action plan with specific implementation timetable that implements either improvements to the facility itself or improvements to the LOS of the system. A deficiency plan may be prepared for either a specific development or for a jurisdiction as a whole. The STA must either accept or reject the deficiency plan without modification at a public hearing.

Multi-Jurisdictional Deficiency Plans

If the STA identifies two or more jurisdictions that are contributing to the deficiency of any segment of the CMP system, based on a jurisdiction threshold of 10% of maximum service flow rate at the level of service standard, a multi-jurisdictional deficiency plan shall be prepared by the STA and paid for equally by each of the member jurisdictions that are causing the impact. To determine what jurisdictions shall participate in a multi-jurisdictional deficiency plan, the STA (based on traffic volumes and/or LOS data from the countywide traffic model or other available data) will determine that the proposed development(s) from a member jurisdiction is contributing at least 10% of the projected additional peak hour traffic impact to the subject road segment or intersection. A multi-jurisdictional deficiency plan improvement program shall be formally agreed to by all participating member jurisdictions and approved by the STA and amended into the CMP Capital Improvement Program, before any of the subject unanticipated projects may be implemented.

Therefore, the land use analysis of the CMP shall consist of the following elements:

1. STA contract modeler will maintain a set of all current general plans and land use/population/jobs projections received from each of the member jurisdictions.

2. STA will periodically work with ABAG when they update the Solano population, land use, job projections to help ensure accuracy in their projections.

3. STA members will provide all EIR's and general plan amendments for any land Use changes in each of their jurisdictions.

SECTION 8

THE CAPITAL IMPROVEMENT PROGRAM

Solano is one of the smaller Bay Area counties, consisting of about 379,000 residents living mostly in small and medium-sized communities. The freeways and principal arterials are somewhat aged and most were designed and built in the 1950's and 60's to accommodate substantially smaller traffic volumes in a basically rural setting. As the County grew, particularly during the 1980's and 90's, and as more suburban-commute patterns developed and LOS standards dropped, a greater emphasis on the Capital Improvement Program has developed. In order to reduce congestion along the roadways, the STA believes that it must continue to give its highest priority to projects that have been proven to maintain or improve LOS standards.

The Capital Improvement Program (CIP) is the element that sets out the STA's program of projects that will, along with the performance measures, trip reduction and travel demand and land use analysis elements, improve the performance of the multi-modal CMP system for the movement of goods and people over the next seven years. Typical CIP projects include increasing capacity on the roadway network and maintenance of the existing system. The CIP is the primary way for proposing new projects for the Regional Transportation Improvement Plan (RTIP). According to the state statute, MTC may include certain projects or programs in the RTIP which are not in a CIP, but are in the Regional Transportation Plan (RTP). Projects must be consistent with the RTP to be incorporated into the RTIP.

The CIP program is contained in the following Table V which lists the major capital projects funded over the next seven years. These projects include State Transportation Improvement Program (STIP), TEA-21 Surface Transportation Projects (STP), Regional Measure 1 Bridge Toll projects, Congestion Management Air Quality (CMAQ) projects and federal and state earmarks.

In order to maintain long range adequate levels of service, Solano is embarking on a multi-modal transportation program designed to make an efficient, cost effective transportation system. This list includes various modes of transportation including transit, rail, bicycle/pedestrian and transportation system management projects and other unfunded or partially funded bridge and highway projects.

The policy of the STA is to place projects in the CIP in the following order: 1) projects to maintain the LOS on the system above the minimum, 2) projects experiencing poor LOS but because of trip elimination allowances are not in danger of falling below LOS standards, and 3) all other projects.

The STA is also committed to implementing performance measures and maintaining high air quality standards with emphasis on implementing Transportation Control Measures (TCMs) contained in the "1991 Bay Area Clean Air Plan"; many of those measures are incorporated into this Program and are listed below. For example, the STA remains firmly committed to increasing the county's ridesharing program, promoting additional high quality intercity rail, intercity transit, and improving the bicycle/pedestrian routes. Such activities continue to be part of the "non-structural" program that the STA is trying to achieve as part of an overall balanced transportation program.

Since the CMP will be incorporated into the *Regional Transportation Plan (RTP)*, the Capital Improvement Program needs to be consistent with the RTP since it forms the basis of the Regional Transportation Improvement Program (RTIP). In addition, inclusion in the RTIP is the first step in obtaining funding commitment from the State. Projects that MTC places in the RTIP are recommended to the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP). STIP projects recently programmed by the STA for the 1998 STIP will also be included in the final draft of this CMP.

In addition. for planning purposes it is the intent of the STA to include some proposed projects for the 2002 and 2006 State Transportation Improvement Programs (STIP's) in a preliminary list for the 1999 Capital Improvement Program.

SECTION 9

CONSISTENCY REQUIREMENTS

The legislation requires that the CMA biennially determine if the cities and the county are conforming to the requirements of the CMP. The requirements for conformity are:

1) Consistency with the LOS standards (with the exception of conditions that fall under point 5 below) determined on a biennial basis.

2) Consistency with the performance measures.

3) Submittal of current copies of the general plan (at least the land use projections by model zone and all amendments to that plan) and any current or pending general plan amendments or environmental impact reports for each jurisdiction.

4) An agency that expects a segment to become deficient during the seven year capital improvement program, must submit a deficiency plan to be approved by the CMA. The deficiency plan must contain actions that will either: a) improve the segment that is projected to become deficient or b) measurably improve the functioning of the system as a whole and contribute to significant improvements in air quality through transportation-related measures.

5) Inclusion of the STA as a responsible agency, as defined in the California Environmental Quality Act, for all EIRs for which one or more of the jurisdictions is designated the lead agency.

6) The jurisdiction is responding satisfactorily to extra-jurisdictional impacts on the system created by developments within its boundaries.

7) The jurisdiction is providing annual financial support for the operations of the CMA as determined by the STA.

Usually by May or June of each odd-numbered year, STA staff will distribute a "Determination of Conformity" request to each of the member jurisdictions requesting the information described above. All information and contributions are due to the STA no later than July 15th unless an earlier date is specified in the worksheet. The consistency determinations will be made by the STA, preferably in July or August of each year, immediately preceding MTC's need for CMP information to be included in the Regional Transportation Improvement Program.

On an annual basis, as part of its annual budget process the STA Board will determine the annual financial contribution that each member will contribute from its gas tax subventions based on the most recent available population figures from the State Department of Finance. All financial contributions must be submitted no later than July 15 of each year.

1999 Solano Congestion Management Program

Appendices

APPENDIX	TITLE
A.	LOS Report Form
B.	LOS Standards by Segment
C.	SB 1474 (Bay Area Transit Coordination Bill) and M.T.C. Resolution 2137-SB 602 Transit Standards
D.	1999 Solano Countywide Traffic Model
E.	CMP Land Use Analysis Flow Chart
F.	Acronym List
G.	1999 LOS Inventory of Solano Congestion Management System
H.	AB 2419 (Bowler) 1996 CMP Statutes

1999 SOLANO TRAFFIC MODEL

A. General Approach to Travel Modeling

This memo describes the 1999 traffic forecasting model update developed for the Solano Transportation Authority (STA). The discussion includes a detailed description of the model structure, components, its development and use. The Solano model area includes two variations:

1.) Based on the nine-county Bay Area as prescribed by MTC using ABAG population projections for consistency with the MTC Baycast mode choice model.

2.) Based on a super regional area including the Bay Area, the Sacramento Area Council of Governments counties (4), and the San Joaquin County Council of Governments (currently in process).

The model is built around the need to predict the PM peak hour traffic impact of a set of proposed Land Use/Street System/Travel Behavior assumptions. A computer readable representation of the street system (NETWORK) is defined in terms of street segments (LINKS) identified by end points (NODES) and key traffic related characteristics (LINK DATA). Land use data for the area defined by the street system and from which traffic will be generated is compiled by small geographic areas (TRAFFIC ANALYSIS ZONES OR TAZ'S), usually bounded by the surrounding modeled streets. In 1998-99, about 300 traffic analysis zones were established.

The Solano traffic model uses the TRANPLAN software package operating on an IBM compatible computer. The procedures used in the model follow the general methodology commonly used in the engineering profession for transportation demand forecasting. The analysis includes three general steps: Trip generation, trip distribution, and traffic assignment. Trips generated in each portion of the study area are distributed based on relative attractiveness and travel times, and external trips, which pass through the study area, are added in. The total daily or peak hour trips are assigned to the road network to produce the estimates of traffic volumes on each roadway section.

Travel behavior assumptions for the projection year are reflected in the trip generation rates and factors used to develop the projection year's trips. The generator units times its generation rates and factors yields its projection year trips. This process is used to generate trips for the "normal" and "special" generators in the City. Projected trips entering and leaving the County are derived from the larger regional Countywide Congestion Management Program computer model, which consists of MTC, SACOG and San Joaquin County, combined models. The projection year trips by TAZ are then distributed using a Gravity Model, and the resulting TAZ to TAZ trip interchanges are assigned to routes in the modeled network using an equilibrium assignment algorithm. The equilibrium constrained route assignment method allows the model to reflect diversions of traffic around congested portions of the street system.

B. Demographic/Land Use Forecasts

In 1998, in concert with the ABAG 2000 population projections program, a common set of land use categories for use by each Solano jurisdiction was developed (i.e. single family home, multi-family home, senior housing. industrial, etc.). Attachment 1 lists the land use categories used. Attachment 2 (under separate cover) lists the land use data for all of the Solano County jurisdictions for 2010. The land use data for the 1990 base year is used in this update from data provided by each jurisdiction.

C. Pricing Assumptions

No pricing assumptions have yet been used for this model; however, the model will later be converted for consistency with the MTC Baycast model and will be including pricing assumptions. All interzonal trips are loaded on the minimum paths of the input highway network. The network parameter, time, is adjusted link by link according to the 1985 Highway Capacity Manual volume/capacity time adjustment curve data.

D. Network Assumptions

The Solano model network was initially based on the SACOG/MTC Strategic Transportation Planning Study I-80 model. For Variation 1, additional detailed network for Solano was provided by each of the County's jurisdictions. It now includes most collectors and/or minor arterials, major arterials, highways and freeways in the county. For Variation 2, San Joaquin County will be modeled with major arterials and larger streets/freeways. Attachment 3 (under separate cover) has plots of the regional (Pacific Ocean to east of Auburn, Ukiah to Tracy) network and Solano County network.

E. Auto Ownership Assumptions

Auto ownership is not included in the trip generation module. Auto ownership is reflected in the varying trip generation rates for the different housing types.

F. Trip Generation

The trip generation rates, used in the model, are derived from ITE 4th and 5th Edition Manual. MTC trip-purpose data for Solano was used to apportion the data among the four trip-purposes used in the model (home-based work, home-based shop, home-based other and non-home based). Attractions are balanced to productions.

The model has been updated to include trip generation rates, productions and attractions by zone for the 1990 base year. Attachment 2 lists the trip generation rates, productions and attractions by zone for 1990 and 2010. The projections for 1995, 2000, 2005, 2015 and 2020 will be added to the model as soon as they are developed (to be included later in Attachment 2).

G. Trip Distribution

Trip distribution is performed by a gravity model using MTC derived friction factors for the probability of trips of XX time taking place. Attachment 4 will list the county-to-county trip distribution for the model by trip purpose at a daily level. MTC p.m. peaking factors were used to

generate p.m. peak hour vehicle trips. Attachment 5 will list the observed modeled traffic volumes at all "gateways" to the county.

H. Mode Choice

The Solano CMP Model does not currently include a mode-choice module. The Solano to Bay Area vanpool usage is already reflected in the vehicle trips provided by MTC. However, the new MTC Baycast model will have mode choice assumptions that will be reflected later in our update.

06/22/99
c:\dan\cmp1999\Solano Traffic Model.doc

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Daryl K. Halls
RE: Legislative Report

Previous STA Board Action:

At your meeting of June 9, 1999, the STA Board voted to oppose SB 428 (Perata), unless amended. This bill would create the San Francisco Bay Area Water Authority and repeal the authority of the Metropolitan Transportation Commission to adopt a long-range plan for implementing high-speed water transit on the San Francisco Bay. A copy of the STA's letter in opposition to SB 428, unless amended, is attached.

New Legislation:

STA staff has reviewed a number of transportation related legislative bills that are currently active in the State Legislature or in Washington D.C. STA staff analysis and recommendations for three legislative bills have been provided for your information and discussion. Each of the three bills affect aspects of Solano County's collective transportation efforts. The three bills were reviewed by the STA Technical Advisory Committee and the federal bill, U.S.S. 1143, was considered by the Solano Links Consortium. The STA staff has agendized these bills for STA Board consideration on July 14, 1999.

Recommendation

1. AB 872 (Alquist) – **support**.
2. SCA 3 (Burton) - **support.**
3. U.S.S. 1143 – FY 2000 Transportation Appropriations Bill –**oppose spending cap provision limiting the amount of transit funds States could receive to 12.5% of total transit funding.**

Attachments

DATE: July 8, 1999

TO: STA Board

FROM: Dan Christians, Deputy Director for Planning

SUBJECT: AB 872 (Alquist) STIP Streamlining

Summary

AB 872 (Alquist) is being sponsored by the Santa Clara Transportation Authority (VTA). This bill attempts to streamline and improve the process for allocating State Transportation Improvement program (STIP) funds to local and regional entities. The goals of AB 872 are to expedite the delivery of locally sponsored transportation capital improvement projects programmed in the STIP, and to minimize cash flow burdens on local and regional agencies.

Specifically, AB 872 establishes a pre-award authority mechanism to allow local funds advanced for STIP projects to be eligible for reimbursement with STIP dollars. It requires Caltrans to execute an agreement to transfer STIP funds with a local or regional entity for a locally sponsored STIP project within 90 days from the date the CTC approves the allocation request for the project. It also calls for the State Controller and Caltrans to cooperate in developing a system to provide for the electronic transfer of STIP funds to allow local and regional entities to draw down these funds as eligible project expenses are incurred.

Affects on Solano County

Potential effects on Solano projects would include quicker reimbursement for local STIP projects including the various segments of the Jepson Parkway (Reliever Route).

Status: **Senate Transportation Committee hearing held on June 29, 1999 and bill is now in the Assembly Appropriations Committee**

Recommendation: **Support**

~Current Session Legislation~

Measure Status

Measure : A.B. No. 872
Author(s) : Alquist (Coauthors: House, Knox, Kuehl, and Leach) (Coauthors: Senators Figueroa and Rainey).
Topic : Transportation: regional and local project funds: allocation and transfer.
House Location : SEN

+Last Amended Date : 06/17/1999

Last Hist. Act. Date: 06/17/1999
Last Hist. Action : From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.
Comm. Location : SEN TRANSPORTATION
Comm. Action Date : 06/29/1999
Comm. Action : Do pass as amended, and re-refer to the Committee on Appropriations.
Comm. Vote Summary : Ayes: 10 Noes: 00 PASS
31 Days in Print : 03/28/1999

Title : An act to add Sections 14529.17, 14529.19, and 14529.23 to the Government Code, relating to transportation.

~Current Session Legislation~

AB 872 Transportation: regional and local project funds:

BILL NUMBER: AB 872 AMENDED 06/17/99

AMENDED IN SENATE JUNE 17, 1999
AMENDED IN ASSEMBLY APRIL 5, 1999

INTRODUCED BY Assembly Member Alquist (Coauthors: Assembly Members House, Knox, Kuehl, and Leach)

(Coauthors: Senators Figueroa and Rainey)

FEBRUARY 25, 1999

An act to add Sections 14529.17, 14529.19, ~~14529.21,~~ and 14529.23 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 872, as amended, Alquist. Transportation: regional and local project funds: allocation and transfer.

Existing law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the California Transportation Commission, and the Department of Transportation to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. The department is required to reimburse the local agency for the amount expended pursuant to the agreement from funds allocated by the commission for the project in the year it was scheduled in the state transportation improvement program, as specified.

This bill would authorize a regional or local entity to expend its own funds to complete any transportation project within its jurisdiction that is included in the current fiscal year's state transportation improvement program and for which the commission has not made an allocation. The amount expended would be authorized to be reimbursed by the state or to be applied as credit toward a local match requirement for other transportation projects if (1) the commission makes an allocation for, and the department executes a fund transfer agreement for, the project during the same fiscal year as when the regional or local expenditure was made; (2) expenditures made by the regional or local entity are eligible for reimbursement; and (3) the regional or local entity complies with all legal

~Current Session Legislation~

Measure Analysis

SENATE TRANSPORTATION COMMITTEE
Senator BETTY KARNETTE, Chair

Analysis by: Steve Schnaidt

Bill No: AB 872
Author: Alquist
VERSION: 6/17/99
Fiscal:yes

SUBJECT:

Local transportation funds: allocation and transfer.

DESCRIPTION:

This bill would authorize a regional or local agency to expend its own funds to advance a transportation project included in the State Transportation Improvement Program (STIP) and subsequently be reimbursed by the state for the expenditure advance. The bill also would prescribe procedures for streamlining the transfer of state funds authorized for a local or regional project.

ANALYSIS:

Existing state law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the California Transportation Commission, and the Department of Transportation to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. The department is required to reimburse the local agency for the amount expended pursuant to the agreement from funds allocated by the commission for the project in the year it was scheduled in the state transportation improvement program or include a comparable replacement project, as specified.

Existing federal law allows local and regional agencies to expend their own funds to advance federally-funded transit projects and then be reimbursed once the Federal Transit Administration approves the project grant.

This bill would:

1.Authorize a local or regional agency to spend its own

funds to advance its STIP project in advance of the California Transportation Commission's (CTC's) allocation of funds for the project.

2.Authorize the advance expenditures to be reimbursed if:

(a) the necessary state allocation and fund transfer agreements are completed;
(b) the local expenditures are eligible; and
(c) the local or regional entity complies with all legal requirements, including those governing contracting-out procedures and restrictions.

3.Require the Department of Transportation and affected local or regional entity to execute a fund transfer agreement within 90 days of the CTC's allocation approval for the project.

4.Require the department to report to the Legislature each year on the advanced project agreements executed under the bill, as well as those which were not, and why not, as well as actions taken to streamline the transfer process.

5.Require the department to implement systems for rapid access to transfer funds and require the Controller to cooperate in developing such systems.

COMMENTS:

1.The bill is intended to expedite locally-sponsored STIP projects and minimize cash flow delays and burdens. The author notes that such projects can face delays of up to 9 months in executing fund transfer agreements to reimburse local agencies which have expended funds on a project. Reference also is made to the federal reimbursement process which uses electronic funds transfer, which the bill also seeks to promote.

It should be noted that very similar project advancement provisions already exist in statute (Government Code Section 14529.7). Sponsors apparently believe the existing authority does not adequately address their goal of short-term advances when approved projects are awaiting completion of necessary paperwork and

administrative actions.

2.Clarifications/suggested amendments .

(a) The bill makes general reference to regional and local entities. The authorized transportation agencies should be specified.

(b) The bill authorizes, but does not require , reimbursement if all conditions have been met for reimbursement. Should this be required?

(c) Are 90 days sufficient time to execute a transfer agreement?

(d) Should the required annual legislative report be formal or be clarified to mean just an annual compilation by the department of projects affected and their respective outcomes?

(e) Given the existence of other statutory advancement provisions and proponents' goal of short-term advancements, should there be any limits on the amount of time a project can be advanced through this bill's provisions? One year?

Assembly Votes:
Floor: 78-0
Appr: 21-0
Trans: 17-0
(Note: bill has been substantially amended in the Senate.)

POSITIONS: (Communicated to the Committee before noon on Wednesday, 6/23/99)

SUPPORT: Santa Clara Valley Transportation Authority
Contra Costa Transportation Authority
Los Angeles County Metropolitan Transportation Authority
Riverside County Transportation Commission
Self-Help Counties Coalition
American Planning Association-California

Chapter

Santa Clara County
Orange County Transportation Authority
San Joaquin County Council of Governments
City of Moreno Valley

OPPOSED: None received.

6/22/99

agreement.

(3) A description of any actions taken by the department during the prior fiscal year to streamline, expedite, and simplify the department's process for executing the agreements to transfer funds required under subdivision (a).

SEC. 5. Section 14529.23 is added to the Government Code, to read:

14529.23. The department shall implement systems that allow rapid access to funds made available under ~~executed fund transfer agreements. These systems may include, but need not be limited to, a system that provides~~ *executed agreements to transfer funds. The Controller shall cooperate with the department to develop a system that provides* access *to those funds* by electronic transfer of funds.

SOLANO TRANSPORTATION AUTHORITY
LEGISLATIVE REPORT

DATE: July 7, 1999
TO: STA Board
FROM: Daryl K. Halls
SUBJECT: SCA 3 (Burton) – Transportation Funding: Sales and Use Tax

Summary:
This constitutional amendment proposes to add an amendment to the Constitution of the State, by adding a new section to Article XIX relating to transportation. This measure would impose statewide an additional 0.5 % sales tax to be for transportation purposes in a county that has adopted a transportation expenditure plan, and provided that SCA 3 had received the support of a majority vote of voters in that county.

An adopted transportation expenditure plan is a required prerequisite for the imposition of any new taxes, but the process would differ between counties with adopted local sales tax measures (self-help) and those without. Counties with an existing local transportation sales and use tax measure must have a transportation expenditure plan approved by the policy board of the agency responsible for administering the existing plan. Counties without an existing local transportation sales and use tax would be required to their transportation expenditure plan approved by the county board of supervisors and the governing bodies of cities in the county representing a majority of the population of the incorporated areas in the county.

All revenues raised under the provisions of SCA 3 must be expended exclusively for local and regional transportation planning, research, design, construction, operation, maintenance, rehabilitation and environmental mitigation directly related to transportation project impacts. Funds earmarked for mass transit pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law are to be unaffected by this measure.

Affect on Solano County and the STA:
As a non self-help county, the potential affect on Solano County's ability and process to pass a sales tax measure for transportation would differ based upon the outcome of the election, both statewide and among voters in Solano County. In April 1998, the STA Board adopted the Solano Transportation Plan that was intended to be a transportation expenditure plan. If SCA 3 is enacted and the statewide measure were to pass, the STA would need to have the Solano Transportation Plan updated and mailed by April 2000 for it to suffice as the Solano County's expenditure plan as discussed in SCA 3.

Status: **Senate Appropriations, hearing held on June 22, 1999.**

Recommendation: **Refer to STA Board for policy discussion.**

BILL NUMBER: SCA 3 AMENDED
BILL TEXT

AMENDED IN SENATE JUNE 28, 1999
AMENDED IN SENATE JUNE 14, 1999
AMENDED IN SENATE MAY 25, 1999
AMENDED IN SENATE MAY 11, 1999

INTRODUCED BY Senators Burton and Karnette
(Principal coauthor: Assembly Member Dutra)
(Coauthors: Senators Baca, Costa, Figueroa, Kelley, *Perata*, Rainey, and Speier)
(Coauthors: Assembly Members Calderon, Cardoza, Davis, Honda, Kuehl, Longville, Mazzoni, Migden, Romero, Torlakson, and Washington)

FEBRUARY 8, 1999

Senate Constitutional Amendment No. 3--A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by adding Article ~~XIXA~~ *XIXB* thereto, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SCA 3, as amended, Burton. Transportation funding: sales and use tax.

Existing laws set forth in the California Constitution and in statutory provisions either impose or authorize the imposition of state or local sales and use taxes upon the gross receipts from the sale within the taxing jurisdiction of, or the storage, use, or other consumption in this jurisdiction of, tangible personal property.

This measure would impose, for a period of 20 years, an additional state sales and use tax rate of 0.5% for transportation purposes. This measure would impose the additional tax only in a county that, on or before this measure is approved by the voters, has adopted a transportation expenditure plan, and in which this measure is approved by a majority of the voters of the county voting on the measure. This bill would require the countywide agency responsible for the county or regional state transportation improvement program to administer the plan and tax revenues. This measure would, in an adopting county that has in effect a countywide transactions and use tax for transportation funding on the date this measure is approved, impose the additional tax only when the existing tax is repealed or becomes inoperative.

This measure would require the additional sales and use tax to be collected by the State Board of Equalization and would require that revenues derived from that tax be deposited in the Local Transportation Infrastructure Account, which this measure would create in the State Transportation Fund. This measure would require moneys in that account that were collected in each county, less administrative costs and refunds, to be allocated to that county on a quarterly basis by the ~~Controller~~ *State Board of Equalization* .

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

WHEREAS, Adequate transportation infrastructure and services are critical to sustaining California's prosperity as well as the necessary daily activities of all Californians; and

WHEREAS, California's current transportation infrastructure and levels of transportation services and funding are inadequate to meet California's present needs, much less the increased needs being created by California's continued growth; and

WHEREAS, California's inadequate transportation system has, in many instances, become a burden upon individual citizens, businesses, and public entities; and

WHEREAS, Eighteen counties in California representing over 80 percent of the population have passed local countywide transportation sales tax measures by majority vote for critically needed highway and public transit needs representing about one-half of all new capital invested in new facilities over the last 10 years in our state; and

WHEREAS, The record clearly demonstrates that these funds have been administered efficiently and effectively to build, maintain, and operate high priority local improvement projects; and

WHEREAS, In order to ensure that California will be able to meet its current and future transportation needs and thereby preserve and enhance the prosperity and daily activities of all Californians, it is necessary to establish an additional funding source that is dedicated exclusively to the funding of California's local transportation requirements, is administered by local government representatives, and is directly responsive to each county's local transportation needs; now, therefore, be it

Resolved by the Senate, the Assembly concurring, That the Legislature of the State of California at its 1999-2000 Regular Session commencing on the seventh day of December 1998, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California that the Constitution of the State be amended by adding Article ~~XIXA~~ *XIXB* thereto, to read:

ARTICLE ~~XIXA~~ *XIXB*

TRANSPORTATION IMPROVEMENT AND MAINTENANCE ACT

SECTION 1. (a) Notwithstanding any other provision of this Constitution, for the exclusive purpose of funding local and regional transportation planning, research, design, construction, operation, maintenance, rehabilitation, and environmental mitigation directly related to transportation project impacts, the following sales and use taxes are hereby imposed under those conditions and at the time and in the manner set forth in subdivision (b):

(1) For the privilege of selling tangible personal property at retail, a sales tax upon all retailers at the rate of one-half of 1 percent of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this state.

(2) An excise tax upon the storage, use, or other consumption in this state of tangible personal property purchased from any retailer for storage, use, or other consumption in this state at the rate of one-half of 1 percent of the sales price of the property.

(b) (1) The taxes described in subdivision (a) may be imposed only within a county that, on or before the date this article was approved, has adopted a plan for the expenditure of tax revenues received by the county pursuant to this section to fund transportation purposes, as provided in subdivision (d). If the voters in a county have previously approved a countywide transactions and use tax of one-half of 1 percent for transportation funding, the policy board of the agency responsible for administering the

previously approved transactions and use tax may adopt the expenditure plan. If a countywide transactions and use tax for transportation funding that has received voter approval is not in effect, then the expenditure plan must be approved by both of the following:

(A) The county board of supervisors.

(B) The city councils representing both a majority of the cities in the county and a majority of the population residing in the incorporated areas of the county.

The countywide agency responsible for the county or regional state transportation improvement program pursuant to Section 14527 of the Government Code shall administer the plan and the tax revenues received pursuant to this section.

Once adopted, a county transportation expenditure plan may be amended only by a two-thirds vote of the adopting authority or by a majority vote by the voters in that county voting on the amendment.

(2) Notwithstanding Section 8.5 of Article IV, the taxes described in subdivision (a) are hereby imposed, as provided in paragraph (3), in a county only if the measure adding this article was approved by a majority vote of the voters of that county voting on the measure, except that in a county in which a countywide transactions and use tax for transportation funding is in effect on the date the measure adding this article was approved, the taxes described in subdivision (a) are not imposed until the current countywide transactions and use tax for transportation funding is repealed or becomes inoperative.

For purposes of this article, a countywide transactions and use tax for transportation funding does not include any portion of a local sales tax that is imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law (Part 1.5 (commencing with Section 7200) of Division 2 of the Revenue and Taxation Code), or its successor.

(3) Upon a county's compliance with the conditions set forth in paragraphs (1) and (2), the taxes described in subdivision (a) are imposed in that county for a period of 20 years commencing with the first calendar quarter that commences more than 90 days after the effective date of this section or the date of county compliance if that date is later. Except as provided in paragraph (2), the taxes described in subdivision (a) shall be so imposed in a county in addition to any other state or local sales or transactions and use taxes imposed in that county pursuant to law.

(4) The taxes described in subdivision (a) shall be administered in the same manner as the taxes imposed pursuant to the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or its successor, and shall be subject to any exemption from tax set forth in that law.

(c) The taxes described in subdivision (a) shall be collected and administered by the State Board of Equalization, or its successor agency. The revenues derived from that tax shall be deposited in the Local Transportation Infrastructure Account, which is hereby established in the State Transportation Fund. The ~~Controller~~ *State Board of Equalization* shall allocate the moneys in that account no less frequently than on a quarterly basis as follows:

(1) To the State Board of Equalization ~~and to the Controller for their respective~~ *for its* costs of collection and administration ~~, which may not exceed 1 percent of the moneys deposited in the account~~ .

(2) For the payment of refunds of amounts of tax improperly collected pursuant to this section.

(3) The balance among the counties, by allocating to each county all of the remaining amount of those tax revenues that were collected with respect to a sale, use, storage, or other consumption of

tangible personal property that occurred in that county.

(d) All revenues received by a county pursuant to this section shall be expended exclusively for local and regional transportation planning, research, design, construction, operation, maintenance, rehabilitation, and environmental mitigation directly related to transportation project impacts.

(e) Revenues derived from the taxes imposed pursuant to subdivisions (a) and (b) are not General Fund proceeds of taxes within the meaning of Article XVI.

Major Provisions	1999-2000	2000-01	2001-02
Fund			
Local/regional Transportation Local Transportation Infrastructure acct.	Annual revenue gains of up to $350 million for counties which don't currently levy a percent tax		
SBE admin cap General	Increased costs of up to $1,750K annually		

SUPPORT : (Verified 6/28/99)

Silicon Valley Manufacturing Group
California Chamber of Commerce
California Building Industry Association
California State Association of Counties
League of California Cities
San Diego Chamber of Commerce
San Luis Obispo Council of Governments
City and County of San Francisco
California Transportation Commission
San Francisco County Transportation Authority
Sonoma County Transportation Authority
Orange County Transportation Authority
Los Angeles Metropolitan Transportation Authority
San Diego Metropolitan Transit District Board
Santa Clara Valley Transportation Authority
Amalgamated Transit Union
Contra Costa Transportation Authority
City of Moreno Valley

SAMTRANS
Operating Engineers
Building Trades Council
State Council of Laborers
Merrill, Arnone & Jones, LLP
Ventura County Transportation Commission
Standard Structures, Inc.
California Common Cause
Alameda County Transportation Agencies
San Diego Association of Governments
County of Sacramento
CELSOC
City of Larkspur
City of Santa Rosa

ARGUMENTS IN SUPPORT : The Greater San Diego Chamber of

Commerce states:

"In 1987, San Diego County voters approved a one-half percent local sales tax for transportation for 20 years. The Chamber believes that, if we could extend the sales tax, the future income could be bonded up front immediately and substantial funds would be quickly realized to fund transportation needs. Projects would not only be completed sooner, but also at lower costs by beating future inflation, while better serving the public. If a 2/3rds vote is required, there is almost no possibility of extending our sales tax for transportation beyond 2007, which would put the future of our transportation system at great risk.

"We believe this scenario would apply to many other counties in the State. It is vital that counties have access to this type of funding to accommodate our future transportation system needs"

RJG:cm 6/28/99 Senate Floor Analyses

SUPPORT/OPPOSITION: SEE ABOVE

**** END ****

Solano Transportation Authority
Legislation Report

DATE: July 7, 1999
TO: STA Board
FROM: Matt Todd, Project Manager
SUBJECT: U.S.S. 1143 (Shelby R – Alabama) - FY 2000 Transportation Appropriations Bill

Background:

This bill contains a provision that states that "no state shall receive more than 12.5 percent of the total budget resources made available" for transit purposes. This amendment, sponsored by by the Chair of the Senate Subcommittee on Transportation and Related Agencies (Shelby R – Alabama), would reduce the amount of funding received in California for transit purposes, which received about 14% of the federal transit funds from the FY 1999 appropriation. New York and California would be the only two states affected by this amendment.

The passage of this bill would also set a dangerous precedent to alter other State funding levels set under TEA-21, which was created on a needs based structure through an extended legislative process including input from all the stakeholders involved.

The House version of the bill does not contain the spending cap provision.

Affect on STA Member Agencies:

The Shelby amendment to the FY 2000 Transportation Appropriations Bill would have a direct affect on the STA member agencies, including the FTA UZA apportionments as well as programs such as Section 5311 and 5310. Dixon and Rio Vista have received Section 5311 funds to purchase vehicles. It is estimated that this bill, if enacted, would reduce the 5307 program funding to the Vacaville UZA by $224,000 and the Fairfield UZA by $272,000. The San Francisco/Oakland UZA, which includes Benicia and Vallejo, is estimated to lose about $27 million under this proposed bill.

Other Agency Positions:

- American Public Transit Association (APTA) OPPOSE
- California Transit Association (CTA) OPPOSE
- California Association of Coordinated Transit (CalACT) OPPOSE

Status: **Approved by the Senate Subcommittee on Transportation and Related Agencies.**

Recommendation: **Oppose the spending cap provision limiting the amount of transit funds States could receive to 12.5% of total transit funding**

LEGISLATIVE ALERT

June 18, 1999

ADVOCACY NEEDED ON SENATE TRANSIT CAP PROVISION

The full Senate could consider the FY 2000 Transportation Appropriations Bill as early as Monday, June 21. The Senate Bill (S. 1143) contains a provision that would prevent any State from receiving more than 12.5% of the aggregate formula and capital investment grants made available under the legislation. Your advocacy efforts are needed to ensure that the bill does not undermine the hard fought agreements reached under the Transportation Equity Act for the 21st Century (TEA 21).

The overriding concern for the transit industry and other transportation interests is that the spending cap provision would alter TEA 21, and could lead to other efforts to amend allocation formulas and other TEA 21 provisions, including the "firewalls" that protect TEA 21 guaranteed funding.

Moreover, the "penalty" would be deducted from the total formula funding made available to the affected States, New York and California. As a result, smaller and medium sized transit providers in those States would be especially hard hit.

The House Bill (H.R. 2084) is scheduled to come to the House Floor tomorrow, but is also likely to be voted on early next week. That bill does not contain the spending cap provision.

FAA Reauthorization – The current Federal Aviation Administration (FAA) program bill runs through August 6, 1999. The House passed a long-term reauthorization measure (H.R. 1000) on June 15 by a vote of 316-110. The bill calls for spending $57.4 billion over five years, or $14 billion more than in the Congressional Budget Resolution. It would also double the Passenger Facility Charge (PFC) from $3 to $6 and take the Aviation Trust Fund off budget. The Senate is not expected to support many of the provisions in the House Bill.

Representative **Nick J. Rahall** (D-WV) incorporated two pro-transit amendments into the bill. The first would encourage the development of intermodal connections between airports and other transportation modes and systems to promote economic development in a way that will serve States and local communities effectively. The second would alter the definition of "airport development" to include the construction or purchase of capital equipment for the purpose of transferring passengers between the airport and ground transportation modes.

ACTION REQUEST – Please contact your U.S. Senators and Representatives and urge them to oppose the spending cap provision included in the Senate Transportation Appropriations Bill that would limit the amount of transit funds States could receive to 12.5 % of total transit funding. It is imperative to alert your Members of Congress about the existence of this harmful provision, and the negative effects that it could have on the transit industry as a whole.

- ***Tell them that the provision is contrary to the existing needs based structure of the Federal Transit Program endorsed by TEA 21, the landmark legislation which guarantees a stream of funding for highway and transit in order to improve the nation's infrastructure.***

- ***Remind them that TEA 21 was the outcome of an extended legislative process reflecting the views of States, metropolitan and statewide planning agencies, transit operators, and other stakeholders in the nation's urban, suburban, and rural transit systems and it should not be undone by any appropriations measure.***

- ***Finally, emphasize that the inclusion of this provision could potentially lead to other attempts to alter State funding levels under TEA 21.***

Also be sure to visit the Legislative Action Center on APTANET® www.apta.com for letters that you can send to your Members of Congress on this and other issues.

For more information, call APTA's Kip Banks at (202) 898-4121.

STA
Solano Transportation Authority

DATE: July 6, 1999
TO: STA Board
FROM: Matt Todd
RE: Support for Solano Commuter Information Program

Solano Commuter Information (SCI) has provided rideshare services in Solano County for the past 20 years. SCI has been housed under the County of Solano organization but entirely funded from outside sources throughout its existence. Until four years ago, the program was primarily funded through Caltrans as one of over a dozen rideshare agencies supported throughout California. Caltrans has since relinquished the funding of rideshare agencies statewide to regional agencies. In the Bay Area, MTC continued funding the regional rideshare program, which includes services by Solano Commuter Information and RIDES for Bay Area Commuters, which is a non-profit agency. The five-year agreements MTC entered into with SCI and RIDES are due to expire in August 2000.

MTC plans to continue the regional rideshare program after the current funding agreements with SCI and RIDES expire in August 2000. However, SCI and RIDES are not guaranteed they will receive the service contracts and continued funding. This summer, MTC expects to issue a Request for Qualifications (RFQ) for the regional rideshare program followed by a Request for Proposals (RFP). SCI is interested in continuing to provide service to Solano and Napa commuters and intends to respond to the RFQ and RFP.

SCI is requesting support from the STA Board for the continuation of the SCI program and the services they provide to the Solano and Napa County areas. SCI requests that the Board approve the staff recommendation to support the SCI program.

Fiscal Impact
None

Recommendation
Approve the resolution and a letter of support requesting that the Solano Commuter Information program continue to receive funding from MTC to serve Solano County as part of the regional rideshare program.

Attachments

RESOLUTION 99-

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY SUPPORTING THE CONTINUATION OF REGIONAL FUNDING FOR THE SOLANO COMMUTER INFORMATION PROGRAM

WHEREAS, the Solano Commuter Information program has provided car/vanpool ridematching and outreach services in Solano County for 20 years; and

WHEREAS, the primary source of funding for Solano Commuter Information has been provided by the Metropolitan Transportation Commission; and

WHEREAS, Solano County is one of the fastest growing Bay Area counties and has sizeable amounts of affordable housing which attracts a disproportionate number of long-distance commuters; and

WHEREAS, Solano County has the highest rates of carpooling and vanpooling in the Bay Area; and

WHEREAS, Solano Commuter Information is a key partner of the Solano Transportation Authority's efforts to enhance local and regional usage of alternative transportation; and

WHEREAS, Solano Commuter Information has developed its services to give comprehensive and multi-modal information for Solano County commuters, students, recreational travelers, social service clients, and others.

NOW, THEREFORE, BE IT RESOLVED that the STA hereby requests that the Solano Commuter Information program continue to receive MTC funding as a regional rideshare program and the designated provider of rideshare services for Solano County.

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Rischa Slade, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of July, 1999.

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Daryl K. Halls, Executive Director
Solano Transportation Authority

July 15, 1999

Larry Dahms, Executive Director
MTC
101 Eighth Street
Oakland, CA 94607-4700

RE: Solano Commuter Information Rideshare Program

Dear Mr. Dahms:

On behalf of the Solano Transportation Authority (STA), I am writing to convey our support for MTC's continued funding of the Solano Commuter Information (SCI) rideshare program for Solano County. As Solano's rideshare agency, the STA has been very satisfied with SCI's services to our commuters and to the STA.

As you are aware, Solano County is a dynamic and growing county with a large percentage of commuters travelling long distances. Our commuters are primarily travelling over the Benicia/ Martinez and Carquinez bridges into the more urbanized Bay Area. SCI's services help maximize MTC' Regional Gateway policy to increase the movement of people through high-occupancy-vehicles rather than single-occupancy-vehicles.

In addition, many Solano County residents travel to the Sacramento region to take advantage of that employment market as well. The STA has found it highly beneficial to have a local rideshare agency available to handle the complexity of our county's specific needs.

SCI has been providing car/vanpool ridematching and outreach services to Solano County residents for 20 years. Recently, SCI has diversified its services to give commuters a full range of the transportation options including bus, rail, ferry, bicycling information and more. SCI's clients receive comprehensive, personal assistance to help them select an alternative to driving alone. SCI is also an active and positive member of the SolanoLinks Intercity Transit Consortium which uses SCI's highly recognized 800 telephone number as an integral component of its intercity transit marketing program.

In recognition of the importance of SCI, the STA has provided funding to the SCI program for many years through local air quality funding sources and has continued to commit to do so into the year 2000. We understand that MTC's multi-year funding agreements with its regional rideshare program agencies are due to expire next summer. The STA Board would like to request MTC's continued funding support for SCI.

Please contact me or Daryl K. Halls, Executive Director of the STA, if you would like to further discuss this issue or have any questions or comments.

Sincerely,

DRAFT

Rischa Slade
Chair, STA Board

cc: James T. Beall, Jr., Chairman, MTC
James P. Spering, MTC Solano Representative
John Silva, Solano County Board of Supervisors
John Gray, Executive Director, Solano County Transportation Department
Elizabeth Richards, Executive Director, SCI
Mike Zdon, Executive Director, Napa County Transportation Planning Agency

STA
Solano Transportation Authority

DATE: July 6, 1999
TO: STA Board
FROM: Matt Todd
RE: 1999 Awards Ceremony

The STA's 2nd Annual Awards Ceremony, scheduled for November 10, 1999, was proposed to be held at the Ulatis Community Center Theatre in Vacaville. This facility was already reserved on this date. Staff is working with the Chair on the location of the event. The Opera House in Vacaville is open on the date.

The award categories from last year's ceremony included:

- Advisory Committee Member (award winner and a special recognition award)
- Business of the Year (award winner and a special recognition award)
- Transit Employee (award winner and a special recognition award)
- Project of the Year (award winner and a special recognition award)
- Agency of the Year (award winner and a special recognition award)
- Special Award
- Partner of the Year (award winner and a special recognition award).

Staff proposes the same categories be used for the 1999 Award Ceremony.

Fiscal Impact

None, sponsors for the event will be pursued.

Recommendation

Approve the 1999 Awards Ceremony categories and appoint a subcommittee to review the nominations.

Attachment

2nd Annual STA Awards Ceremony

PROPOSED SCHEDULE

Award Categories Finalized by the STA Board STA Chair Appoints Review Committee	July 14, 1999
Award Nominee Solicitation Released	August 16, 1999
Nomination forms due to the STA	September 29, 1999
Review Committee Selects Award Recipients	Early October
2nd Annual STA Awards Ceremony	November 10, 1999

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Daryl Halls
RE: Naming of the Benicia-Martinez Bridge

Discussion

On July 8, 1999, the counties of Solano and Contra Costa celebrated the groundbreaking for the new Benicia-Martinez Bridge. This commemorative ceremony is a significant milestone in the multi-agency partnership that is making the Benicia-Martinez Bridge a reality. At their most recent meeting, the Contra Costa Transportation Authority (CCTA) took action to support efforts to name the bridge after Congressman George Miller III in recognition of his efforts on behalf of its construction. On behalf of the CCTA Board, CCTA staff contacted STA staff to request the STA Board consider adopting a similar position in support of naming the new bridge after Congressman Miller. The current bridge is named after the Congressman Miller's father, former Congressman George Miller II. At the request of CCTA, we have agendized this item for your consideration.

Fiscal Impact

None

Recommendation

Consider supporting efforts to name the new Benicia-Martinez Bridge after current Congressman George Miller III.

STA
Solano Transportation Authority

DATE: July 7, 1999
TO: STA Board
FROM: Dan Christians
RE: Funding Opportunities

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

Fund Source	Application Available From	Applications Due
BAAQMD Clean Air Vehicle Incentive Program (VIP)	BAAQMD David Burch (415) 749-4641	August 1, 1999
Transportation Fund for Livable Communities (TLC)	Karen Frick MTC (510) 464-7704	September 1, 1999
California Department of Parks and Recreation-Recreational Trails Program	Odel T. King Jr., Manager Planning and Local Services (916) 653-7423	October 1, 1999
California Department of Parks and Recreation-Habitat Conservation Fund Program	Odel T. King Jr., Manager Planning and Local Services (916) 653-7423	October 1, 1999

Solano Transportation Authority

FUNDING OPPORTUNITY:

BAAQMD Clean Air Vehicle Incentive Program (VIP)

Applications Due: August 1, 1999

TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

This summary of the BAAQMD Clean Air Vehicle Program is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	Cities of Benicia, Fairfield, Suisun City, Vallejo, and County of Solano (BAAQMD portion)
Program Description:	Grants up to $8,000 to assist in the purchase of alternative fuel vehicles.
Funding Available:	$1.2 million available for the nine-county Bay Area. These funds will be distributed on a first come first serve basis.
Eligible Projects:	Natural gas, electric and hybrid electric fleet vehicles
Further Details:	Maximum of $400,000 will be awarded for electric vehicles. The remaining $800,000 will be available for natural gas and hybrid vehicles. Vehicles must be 10,000 lbs. or less. Applications can be obtained from the BAAQMD.
Program Contact Person:	BAAQMD, David Burch, (415) 749-4940
STA Contact Person :	Dan Christians, (707) 438-0654

April 7, 1999

STA

Solano Transportation Authority

FUNDING OPPORTUNITY:

Transportation for Livable Communities Program

Applications Due: September 1, 1999 at noon

TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

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

Eligible Project Sponsors:	Local jurisdictions, transportation service providers and community organizations in the San Francisco Bay Area
Program Description:	The Transportation for Livable Communities (TLC) program has planning grants available to work with local areas to develop and plan community-oriented transportation projects.
Funding Available:	$187,500 is available for the nine-county Bay Area.
Eligible Projects:	Community-oriented transportation projects, such as streetscapes and pedestrian, transit- and bicycle-oriented developments. A brochure on the TLC program outlines the criteria for eligible projects.
Further Details:	The program's purpose is to fund transportation projects that support a community's development and/or redevelopment activities, are developed through a collaborative planning process and enhance a community's identity and quality of life. A maximum of $10,000 per project will be awarded for technical planning assistance and between $5,000 and $50,000 will be awarded for community-based planning support.
Program Contact Person:	Metropolitan Transportation Commission, Karen Frick, (510) 464-7704 or kfrick@mtc.ca.gov
STA Contact Person:	Michelle Morris Brubaker, (707) 422-6491

May 24, 1999

STA

Solano Transportation Authority

FUNDING OPPORTUNITY:

California Department of Parks and Recreation - Recreational Trails Program

Applications Due: October 1, 1999

TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

This summary of the California Department of Parks and Recreation's Recreational Trails Program is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	Cities, counties, districts, state agencies and non-profit organizations with management responsibilities over public lands.
Program Description:	Grants to assist in the construction of recreational trails
Funding Available:	$3.5 million available statewide from TEA-21 funds to provide 80% of project costs
Eligible Projects:	Non-motorized and motorized recreational trails
Further Details:	Maximum of $2.5 million will be awarded for non-motorized trail projects and the remaining $1.0 million will be available for motorized trails. Applications can be obtained from the California Department of Parks and Recreation, P.O. Box 942896, Sacramento, CA 94296-0001 or from their web site at http://www.cal-parks.ca.gov/htm. Project selection will be made by the end of January
Program Contact Person:	Odel T. King, Jr., Manager, Planning and Local services, California Department of Parks and Recreation, (916) 653-7423
STA Contact Person:	Dan Christians, (707) 438-0654

June 2, 1999

STA
Solano Transportation Authority

FUNDING OPPORTUNITY:

California Department of Parks and Recreation Habitat Conservation Fund Program

Applications Due: October 1, 1999

TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

This summary of California Department of Parks and Recreation's Habitat Conservation Fund Program is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	Local units of government
Program Description:	Grants to assist in the construction of trails and habitat conservation
Funding Available:	$2.0 million available statewide to provide dollar for dollar match from a non-state source
Eligible Projects:	Trails programs, urban access, anadromous salmonids/trout habitat, deer/mountain lion habitat, rare, threatened, endangered or fully protected species
Further Details:	Maximum of $2.0 million will be awarded for the 2000/01 grant cycle. Applications can be obtained from the California Department of Parks and Recreation, P.O. Box 942896, Sacramento, CA 94296-0001 or their web site at http://www.cal-parks.ca.gov/htm Project selection will be made by the end of January
Program Contact Person:	Odel T. King, Jr., Manager, Planning and Local services, California Department of Parks and Recreation, (916) 653-7423
STA Contact Person:	Dan Christians, (707) 438-0654

June 2, 1999