STA

Solano Transportation Authority

Board Meeting
September 8, 1999
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

September 8, 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.	**PRESENTATION BY TERRY LEE OF THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT**	
VII.	**CONSENT AGENDA (Any consent item can be pulled for discussion)**	
A.	**Minutes of Meeting of July 14, 1999** *Recommendation: Approve minutes of the STA Board meeting of July 14, 1999* – Page 25	Dan Christians
B.	**Draft Minutes of August 25, 1999 TAC meeting** *Recommendation: Review draft minutes of the August 25, 1999 TAC meeting*– Page 31	Dan Christians
C.	**TFCA Match for Bay Area Electric Vehicle Network Charging Program** *Recommendation: Approve 1999-00 TFCA funds as local match to each of the projects funded by the Electric Vehicle Network Charging Grant Program "Charge"* – Page 35	Dan Christians
D.	**Appointments to PCC** *Recommendation: Approve Appointments to the Paratransit Coordinating Council*– Page 37	Matt Todd

	E	**MTC Draft procedures for STIP Amendments and Time Extensions** *Informational*– Page 43	Matt Todd
	F.	**Preliminary Guidelines Proposed by MTC for TEA-21 Cycle 2** *Informational*–Page 51	MattTodd
	G.	**Appraisal for TCI-Funded Suisun City-Fairfield Capitol Corridor Station Parking Lot** *Recommendation: Approve contract with Garland and Associates to prepare updated appraisal for acquisition of site with TCI funds for Suisun-City-Fairfield Capitol Corridor Station parking lot* – Page 65	Dan Christians
	H.	**City of Rio Vista Application for Transportation for Livable Communities Planning Grant** *Recommendation: Approve letter of support for City of Rio Vista Application for Transportation forLivable Communities Planning Grant* – Page 71	Dan Christians
VIII.	**ACTION ITEMS: NON-FINANCIAL**		
	A.	**Solano County Comprehensive Transportation Plan** *Recommendation: Approve basic process, tasks and products proposed for Solano County Comprehensive Transportation Plan* – Page 75	Dan Christians
	B.	**Blueprint for the 21st Century** *Recommendation: Consider Solano County projects for Blueprint for the 21st Century* – Page 81	Matt Todd
	C.	**LEGISLATION**	
		AB 1012 (Torlakson) Transportation Project Delivery *Recommendation: Support* – Page 89	Daryl K. Halls
IX.	**INFORMATION ITEMS: NO ACTION NECESSARY**		
	A.	**Draft Project Monitoring Program** – Page 109	Matt Todd
	B.	**Request for Co-Sponsorship of November SEDCORP Transportation Meeting**– Page 135	Daryl K Halls
	C.	**Additional CMAQ Funding** – Page 137	Matt Todd

D. **Unmet Needs Hearing** – Page 139 — Matt Todd

X. FUNDING OPPORTUNITIES

A. **Traffic Engineering Technical Assistance Program (TETAP)** — Matt Todd
Deadline: September 30, 1999 – Page 143

B. **California Department of Parks and Recreation/Recreational Trails Program** — Dan Christians
Deadline: October 1, 1999 – Page 144

C. **California Department of Parks and Recreation Habitat Conservation Fund Program** — Dan Christians
Deadline: October 1, 1999 – Page 145

D. **Environmental Enhancements and Mitigation Program** — Dan Christians
Deadline: November 15, 1999 – Page 146

XI. Board Members Comments

XII. Adjournment (Next meeting: October 13, 1999)

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Agenda Item IV.
September 8, 1999

MEMORANDUM

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

DATE: August 31, 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.

*** Project Monitoring**: STA staff has transmitted to each of our member agencies a comprehensive list of their specific projects funded through the STA process and a request for specific information relating to project status and ability to successfully deliver each project within the timeframe of each funding category. There are an estimated 161 projects included on this list with a funding total of $253 million. The information collected from each agency will be utilized to further develop our ability to track the status of projects, facilitate the identification of projects that may be approaching obligation deadlines, and assist in the development of collaborative efforts to ensure timely and efficient project delivery.

• Development of a Comprehensive Transportation Plan for Solano County: Working in conjunction with the STA Board's Transportation Steering Committee, STA staff is recommending that the STA initiate development of a Comprehensive Transportation Plan for Solano County. Dan Christians' staff report highlights the evolution of STA's planning effort over the past five years. STA has successfully developed a number of specific planning efforts (Congestion Management Plan, Countywide Bicycle Plan, Intercity Transit Plan), but Solano County has not developed a comprehensive transportation plan since 1990 (Solano County Multimodal Transportation Plan). The STA is now recognized and accepted as the appropriate forum and entity for development of Solano County's countywide transportation plans, coordination of inter-jurisdictional transportation efforts, and input into regional transportation planning efforts. The development of a Comprehensive Transportation Plan for Solano County was discussed and recommended for approval by the STA TAC on August 25. The item was also discussed by the SolanoLinks Consoritum and will be agendized for the STA's Bicycle Advisory Committee. This item has been agendized for your conceptual approval and we plan to bring back specific information pertaining to schedule, budget, specific planning components (i.e., bikes, transit, arterials, etc.), and process for development at your October meeting.

Status of Jepson Parkway Concept Plan (Reliever Route): A series of individual meetings with the four agencies located along the route have been completed. These meetings have been very productive in refining specifics details, merging the specifics issues associated with various segments of the project with the overall goals of the project, and bringing together the four agencies with the consultant team to enhance the development of the overall concept plan. A number of specific issues still need to be resolved prior to moving forward with the Environmental Impact Study, but it appears the process is on the right track. The project consultant team is in the process of updating the details for each segment of the route and the revised implementation schedule for the entire project. This information will be provided in a complete status report at your October Board meeting. The next meeting of the Jepson Parkway Concept Plan Working Group and the STA Board subcommittee has been scheduled for September 9, 1999.

Recruitment for Deputy Director of Projects: The recruitment to fill STA's vacant Deputy Director of Projects position is in full swing. Shannon Associates is performing the statewide recruitment effort. The deadline for applicants is September 10, 1999. I anticipate having the vacancy filled by early to mid November.

STA's Annual Audit: STA staff has been working with our accounting staff (City of Vacaville) and our new auditors (Caporicci & Larson) in the completion of our annual audit. Based on my initial meeting with the auditors, it appears that the process is running smoothly. Stacy Medley and Vacaville's Dawn Van Gorden (our assigned accountant) have done a fine job coordinating on our behalf throughout this process. The audit will be completed in early September and be presented at your October Board meeting.

SEDCORP Request: Mary McCarthy, SEDCORP, contacted me recently (see attached letter) requesting the STA co-sponsor a breakfast to discuss regional and countywide transportation issues. She would like to target the breakfast for November 10 or 11, 1999, and STA would be invited to provide a presentation as part of the program.

Meeting with State Senator Wes Chesbro: On August 27, 1999, I met with State Senator Wes Chesbro and his legislative staff to discuss the status of various transportation projects and issues of importance to the 2nd Senate District and Solano County.

* **Legislation:** Staff has included an analysis of AB 1012 (Torlakson) in your agenda with a recommendation of support. A legislative matrix is included which highlights the status of the four bills that the STA has acted on previously this legislative year. The fate of SCA 3 (Burton) and SB 428 (Perata) were still uncertain when this agenda was prepared. The Assembly Republicans are not in support of SCA 3 and an estimated 7 or 8 Republicans votes are needed for passage. Senate President Pro tem John Burton has indicated his intent to bring the measure up for a vote on the Assembly floor as early as this week, with or without the votes needed for passage. SB 428 was heard in Assembly Transportation on August 23, 1999, and was passed on a 10 to 7 vote. The bill is next scheduled for hearing in Assembly Appropriations on September 1, 1999. We have forwarded letters of opposition to Assembly Members Thomson and Wiggins, both members of Assembly Appropriations. The bill is backed by some influential bay area legislators and policy makers, but a growing number of agencies and elected officals (transportation, local government and environmental) have come forward in recent weeks to express their opposition to the passage of SB

428. The fate of both bills may not be determined until the waning hours of the current legislative session.

Attachment:
Attached for your information are a status of priority projects, 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 7/8/99 -Redesigned interchange approved for Benicia Bridge -BCDC approved construction permit for Carquinez Bridge 11/98
Capitol Corridor CCJPB, STA	$5,000	*	$5,000	-6th roundtrip began 2/21/99 -Negotiations ongoing with landowner for parking improvements at Suisun/Fairfield
Electric Vehicles STA	$5,000	*	$0	-Electric vehicle infrastructure network grant application submitted on May 14 and 5 stations were 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	*	*	*	-CTC approved discretionary (IIP) STIP funds to match our regional funds to fund the project shortfall. The project is now fully funded.
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	-Discussions with each of the participating jurisdictions are continuing -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	*	$10,000	-Contractor selected (Korve) in 3/99, contract approved by Vallejo City Council 6/99, study has begun
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	$109,235	
	$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

STA Project Development Fund
1999-00 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	*	*	*	
Capitol Corridor CCJPB, STA	$5,000	*	$0	
Electric Vehicles and Recharging Facilities Program STA	$5,000	*	$0	
Federal Lobbyist STA	$25,000	*	$0	
Highway 12 Improvements Caltrans, Rio Vista, STA, Suisun City	*	*	*	
Highway 37 Project Caltrans, STA, Vallejo	*	*	*	
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	
Jepson Parkway - Corridor Concept Plan and Implementation STA	$15,000	*	$0	
Intercity Transit Plan - Implementation STA	*	*	*	
Mare Island Access Study Vallejo	*	*	*	
Miscellaneous Project Development	$25,000	*	$0	-For assistance in completing grant applications and leveraging funds for project development
Red Top Slide/McGary Road Fairfield, STA	*	*	*	
Solano Bike Route Plan - Implementation STA	$15,000	*	$0	
Solano Transportation Plan - Implementation STA	$10,000	*	$0	
Travel Safety Study - Implementation STA	*	*	*	
Vacaville CNG Facility Vacaville	*	*	*	
TOTAL	$100,000	$0	$0	
	$100,000			

* No funds allotted at this time

STA
Solano Transportation Authority

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Area Code 707
422-6491 • Fax 438-0656

August 30, 1999

Members:
Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

The Honorable Helen Thomson
8th Assembly District
Capitol Building #4140
Sacramento, CA 95814

Re: Senate Bill 428 (Perata) – Oppose, unless amended

Dear Assembly ~~Member Thomson~~: Helen,

On behalf of the Solano Transportation Authority (STA), I am writing to convey our opposition to Senate Bill 428 (Perata), unless amended. The bill would repeal the authority of the Metropolitan Transportation Commission (MTC) to adopt a long-range plan for implementing high-speed water transit on the San Francisco Bay and instead create the San Francisco Bay Area Water Transit Authority, which would assume this responsibility.

SB 428 is scheduled for hearing in the Assembly Appropriations Committee on September 1, 1999. In its present form, SB 428 would create a governing board for the proposed authority comprised of nine members for 8-year terms, and primarily appointed by the Governor and Legislature. None of the proposed governing board members would be appointed through a local process. In addition, a number of significant transportation coordination, funding and environmental concerns have remained unanswered.

As part of our action, the STA would like to request the following amendments to SB 428:

1. Members of a new Water Transit Authority Board of Directors must be local elected officials appointed locally, to ensure maximum accountability.

2, The new Authority's plan must be consistent with the planning and allocation of funds in the Regional Transportation Plan developed by MTC, the regional Metropolitan Planning Organization.

The STA is very supportive of ferry service for Solano residents, but we feel that it is vitally important to address these issues before enacting this legislation. On behalf of the STA, we request your no vote on SB 428 (Perata), unless amended. If you have any questions or wish to discuss the matter in further detail, please contact our Executive Director, Daryl Halls at (707) 422-6491.

Sincerely,

Rischa

Rischa Slade, Chair
Council Member, City of Vacaville

Cc: STA Board & Member Agencies
Metropolitan Transportation Commission
Bay Area Congestion Management Agencies
Bay Area Council

Section B
BAY & VALLEY
THURSDAY, AUGUST 19, 1999 • DAILY REPUBLIC

Vaca board supports bridge expansions

Planning Commission likes project despite local protest

By Mark Simborg
DAILY REPUBLIC

VACAVILLE — The Vacaville Planning Commission this week unanimously supported widening three bridges on Leisure Town Road despite more than two hours of protest from residents who said the project is linked to the county's Interstate 80 reliever route and will only result in more traffic.

Commission members, during a Tuesday meeting, said the widening — from two to four lanes — is needed for safety and the project is not part of the Solano Transportation Authority's Jepson Parkway plan, which calls for widening Leisure Town Road south of I-80 to four lanes.

The commission did, however, take some of the public's comments to heart, deciding to recommend the City Council push to move Jepson Parkway to a different road when the city has a chance to comment on the project's EIR later this year.

"(Leisure Town) should be widened but it should not be a reliever route" Commission Vice-chair John Minkler said.

Jepson Parkway, actually intended to be a inter-city route, has been in the works for years, as has the bridge-widening plan. Vacaville's General Plan calls for widening Leisure Town to six lanes.

Early this year the City Council signed an agreement pledging support of the parkway, which would go from Leisure Town Road at I-80 to Highway 12.

At the meeting, residents along Leisure Town complained that widening any part of the road is an invitation for more big-rig traffic.

Trucks deliver to farmers and businesses in the area and account for between 5 and 10 percent of the road's traffic, according to city engineers. That percentage is increasing each year because of growth, and road improvements are needed to accommodate the increased traffic, city staff argued.

But people will use Leisure Town as an I-80 bypass if the road is widened to become part of Jepson Parkway, residents said.

Commissioners said they will suggest the council push for moving Jepson Parkway further east to Meridian Road and limiting trucks' use of Leisure Town, ideas the standing-room-only crowd fervently applauded.

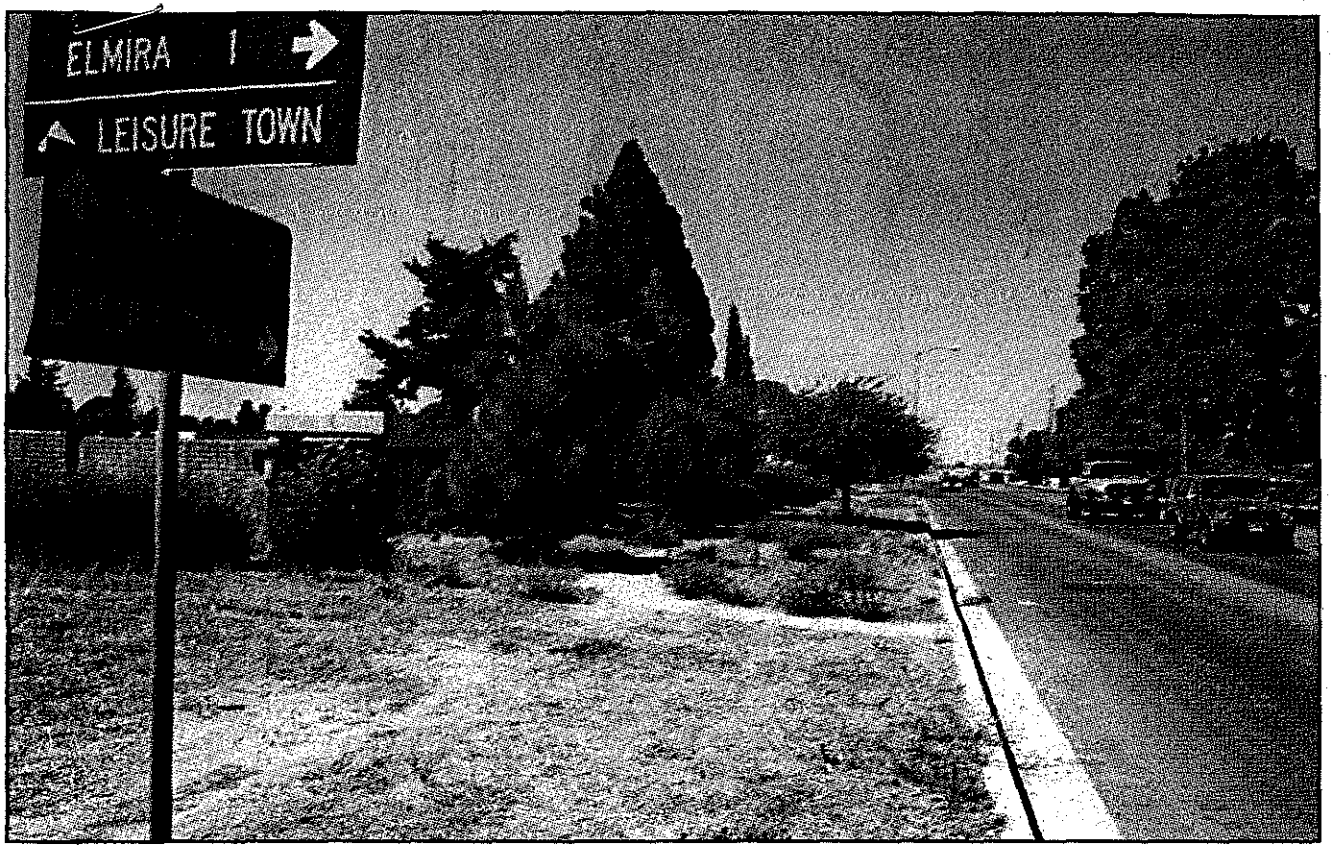
"That's not something we've looked at," STA chair and Vacaville City Councilwoman Rischa Slade said of the Meridian Road idea. Although, Slade said she has encouraged the STA to look at Meridian as a truck route.

Vacaville senior planner Larry Emerson predicted a big debate about the location of Jepson Parkway.

"I think there's still room for discussion about where it goes," he said.

The STA is expected to approve the draft EIR for Jepson Parkway in January. The Vacaville City Council is tentatively scheduled to vote on the bridge-widening Sept. 14.

Jepson Parkway is fully funded and is scheduled to start being constructed next year.



Reporter photos/**Steven Baudonnet**

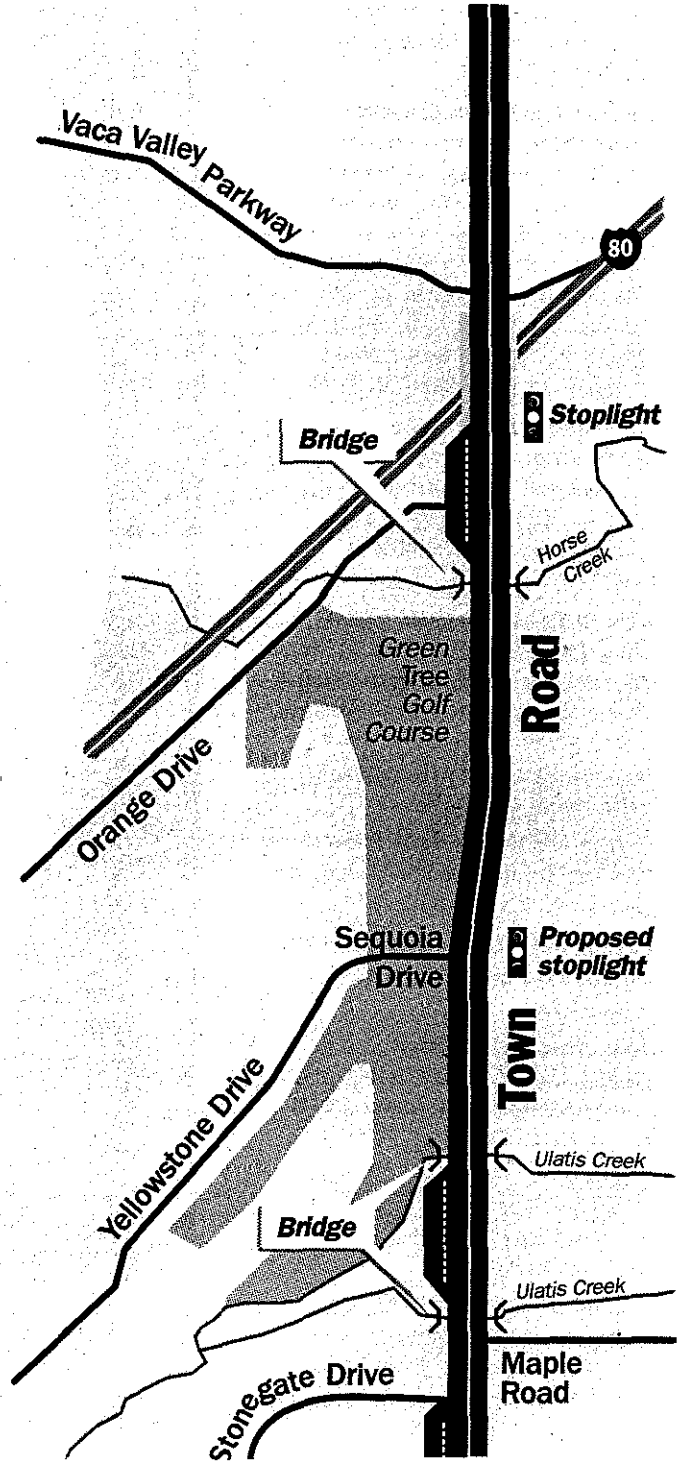
City officials say Leisure Town Road will eventually be transformed into a four-lane roadway.

Six-lane future?

Rep 8/29/99

Bridge-widening plan sparks concerns

PARKWAY MATERIAL?



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Rep 8/29/99

Bridge-widening plan sparks concerns

By Mike Adamick
Staff Writer

Eileen Steele and her two granddaughters venture from her home on Leisure Town Road, cross the street toward Green Tree Golf Club and hop into bushes and ponds, searching for stray golf balls to sell from her home.

"One day we counted 74 cars before we could cross the street," Steele said last week. And driving into and out of her driveway is sometimes onerous.

"It's difficult. Sometimes you'll just sit there," Steele said.

She has lived at 6610 Leisure Town Road for 25 years and has seen traffic steadily increase, especially as more and more people use the road to get to Travis Air Force Base.

She's getting accustomed to the idea that traffic will further crowd the roadway and there is a good possibility it will grow from two to four lanes, or maybe six.

Eileen Steele doesn't look forward to increased traffic on Leisure Town Road.

Potential widening of three bridges on Leisure Town Road has sparked the ire of area residents. While not opposed to safer bridges, many who spoke before the Vacaville Planning Commission Aug. 17 said they fear the widening project. It could be, they contend, an unstoppable precursor to the development of Jepson Parkway, the ultimate enlargement of the once rural road, which would join a proposed reliever route to busy Interstate 80 connecting Vacaville and Suisun City.

Proposed to bebuilt in nine segments during the next decade, the parkway is supposed to provide residents with a different thoroughfare to travel between Vacaville and the Fairfield-Suisun area. But Leisure Town Road area residents believe Sacramento-bound commuters and trucks on Highway 12 will jump on the route and come barreling through Vacaville headed for I-80.

They don't want the noise, traffic or pollution in their back yards.

Jepson Parkway and the bridge-widening project are two separate things, say city staff.

Project engineer John Casey said the $2.86 million bridge-widening project will be paid through a $1.45 million federal grant, supplemented with developer fees.

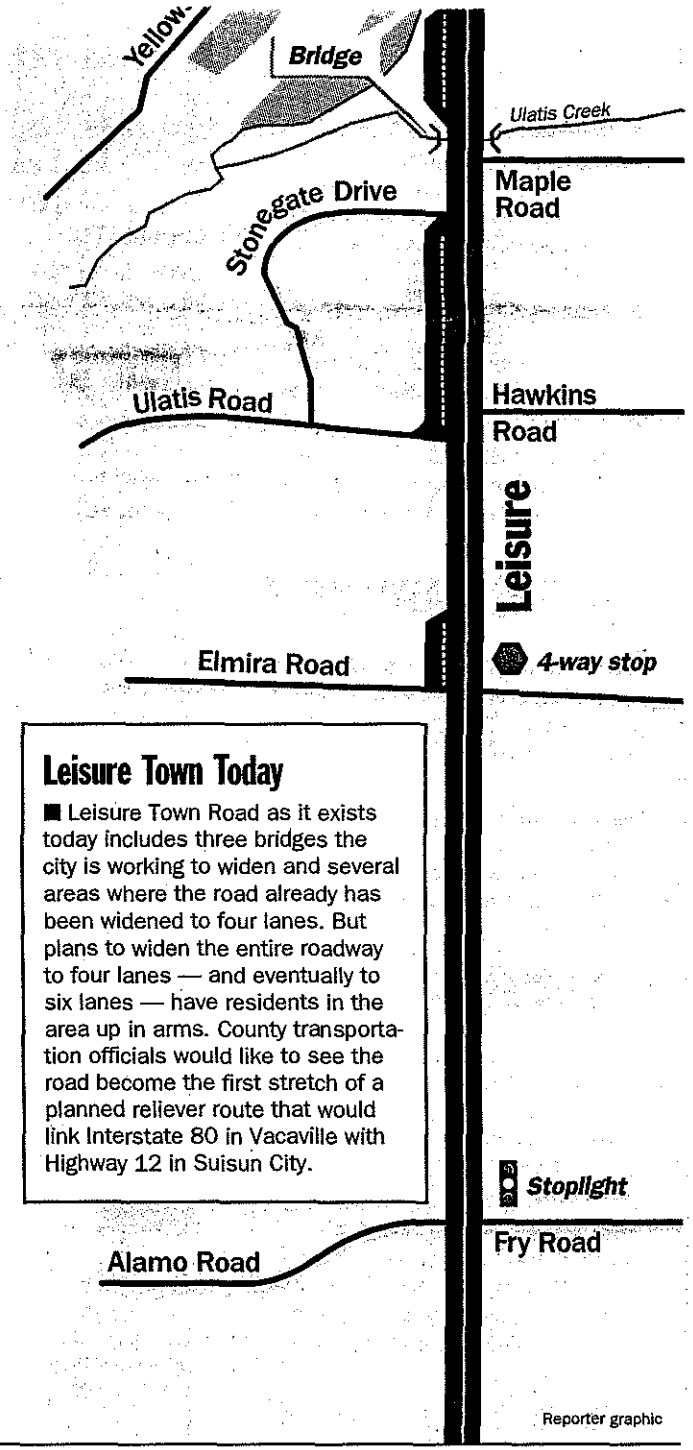
Solano Transportation Authority would use grants to build Jepson Parkway during the next decade. Construction would not begin for several years. Ultimately, the route would have six lanes, but expansion to four lanes would come first.

Vacaville city staff said that Leisure Town Road will eventually be widened to four lanes, with or without the reliever route.

If the council rejects the reliever route, then the city would pay total costs to widen the road to four lanes. If the city were to allow the transit authority to construct the reliever route, partial funding for the four-lane improvements would be available.

City staff say bridges need to be widened to create a safer road. In the last five years, there have been

■ See **Six-lane,** Page 6C



Reporter graphic

Leisure Town Today

■ Leisure Town Road as it exists today includes three bridges the city is working to widen and several areas where the road already has been widened to four lanes. But plans to widen the entire roadway to four lanes — and eventually to six lanes — have residents in the area up in arms. County transportation officials would like to see the road become the first stretch of a planned reliever route that would link Interstate 80 in Vacaville with Highway 12 in Suisun City.

■ Continued from Page 1C
about 150 accidents on Leisure Town Road between I-80 and Alamo Drive, but only four accidents on the bridges crossing Horse Creek, Ulatis Creek and Old Ulatis Creek. By making the bridges and transition roadways leading up to them wider, city staff hope to cure bottlenecks.

Even if widened, the road would maintain its 40-mph speed limit, said Casey. If approved by the City Council, construction would begin in the spring of 2001 and be completed by 2002.

To further improve safety on Leisure Town Road, Casey said a traffic signal will be put into operation at Sequoia Drive next summer as well as a protected lane for left turns.

The City Council will hear the bridge-widening proposals Sept. 14 and no doubt will hear from area residents who oppose Jepson Parkway.

According to City Manager John Thompson, city staff will develop alternatives to the Leisure Town Road plan because residents at a public forum voiced strong opposition and asked about different routes. Residents propose using Lewis Road, Highway 113 or even Foxboro Parkway for the reliever route.

Some residents, like Ted Bynum, who spoke at the Planning Commission meeting, favor moving the reliever route east, onto Highway 113, which runs through Dixon.

"It would have all kinds of impacts on Dixon — some good and some bad," said Dixon Mayor Don Erickson. "I just don't know if that is a viable solution for the problems Jepson Parkway is supposed to help."

Paul Hom, deputy director of the Department of Public Works, said another environmental review process is necessary before any six-lane plan moves forward.

Ferries make a cruise out of commuting

By CHRIS NAVALTA (8-27-99)
Times-Herald correspondent

Whether you're a commuter, a tourist or just a lazy bum who doesn't feel like driving, Vallejo Ferries to and from San Francisco are definitely a unique way to get to the city.

The trip averages about 55 minutes both ways, which can be considered a brisk or tedious ride.

For the captains, it's a lot of fun. Who can think of a better way to start your day: fresh morning air, friendly passengers and a nice view along the Bay?

"Actually, I don't think we think of it as romantic as that," said Capt. Patrick Morgan. "But it's an excellent job. We don't really get paid for the amount of work we do. But we certainly get paid for the responsibility we have."

Morgan, who's trained all the captains running the Vallejo Ferries, said operating the 130-foot boat is actually a bit easier than one might think.

"Maneuvering the boats is the easy part," Morgan said. "They're forgiving and predictable boats in terms of both speed and maneuvering. It's the complexity of the system, starting up, shutting down and certainly anything that comes up in the way. That's the difficult part."

There is no necessary educational background to be a captain, but there are several other qualifications needed, Morgan said.

"They have to spend 80 hours observing and doing some practicing when it allows," Morgan said. "They have to spend a minimum of 80 hours, training with a captain. And they have to be licensed by the coast guard."

There are six captains available to run one of the two boats. Each ferry has a capacity of 300 people and runs to and from San Francisco from 6 a.m. until 9 p.m. With that in mind, Morgan has met people with all types of mood.

"There's all kinds of moods," Morgan said. "The 6 and the 6:30, there all moods from basically good moods to anxious to go to work to just really bad moods.

"Some people just don't want to talk," Morgan added. "They want to be left alone, they want to catch another hour of sleep, there are certain people that like to sit together all the time. There are certainly a lot more relationships among the passengers than there are between the passengers and the crew."

Times-Herald/David Pacheco

A MAN enjoys the view of the Oakland Bay Bridge as the Vallejo ferry boat MV Intintoli pulls into San Francisco.

All captains welcome any type of adversity and challenge that comes their way. Unfortunately, it doesn't happen very often.

"Certainly, if the weather is bad, there's a lot more to it to maneuver the boat without knocking anybody down. When the conditions are adverse is when we're able to use our skills. And I think the captains enjoy doing that. The less-challenging days are when it's clear, it's sunny and there's no traffic. But we're never bored."

Safety is also a concern with the Ferries. Fortunately, accidents are "very rare".

"All the captains that we have are well-trained," Morgan said. "They're conservative and they don't take any chances. We would rather get somebody mad at us and get them there late than have an accident and not get them there at all."

Along with the routine routes, ferries also dock at Pier 41 twice a week and Angel Island on the weekends.

The interest in taking the ferry continues to grow. And with the Arrival of Pac Bell Park, along will come a new bunch of passengers — Giants fans.

The ongoing rise in interest has given Baylink some talk about having a third boat. There is also talk about different routes to accommodate Giants fans during days of homegames.

"The popularity is really growing," Morgan said. "But that's good. That's really good."

❑ *For more information on the Vallejo Ferries, call 64-FERRY.*

Groups urge caution about ferry plan

By DOROTHY VRIEND
Times-Herald staff writer

Even though a visionary plan for expanded ferry service around San Francisco Bay aims to get commuters off congested freeways, environmentalists are questioning its integrity.

The fear is that once a new ferry authority is established to implement the plan, there will be no turning back, regardless of what future environmental studies determine about its impacts on the air and water quality of the bay.

"We want them to step back and do a more comprehensive analysis and look for the least polluting alternative before committing to put a fleet of ferries on the bay," said Marguerite Young, California director of the national organization Clean Water Action.

In July, the environmental group Bluewater Network issued an emission report concluding that transit buses are a cleaner choice for commuter transit than ferry boats. That conclusion was due in a large part to the fact that air emissions from marine diesel engines are completely unregulated.

The report claims that the proposed ferry system of 120 boats would release 23 times more pollutants into the air per passenger than diesel buses.

Lucia Libretti, spokesperson for the Bay Area Air Quality Management District, spelled out the problem in regulation of marine engines.

"You've got ships coming in from all over the world. How do you regulate that?" she said.

Environmentalists got a break last week when authors wrote additional requirements into a ferry bill winding its way through the Legislature. The new requirements call for a full environmental impact report to be included in the ferry implementation plan.

Also written into the bill was a requirement to analyze new technologies and alternative fuels to minimize air emission and water pollution impacts from the proposed new ferry system.

The amendments followed a letter of opposition to state Sen. Don Perata's office from more than 20 Bay Area environmental groups, including the Audubon Society of San Francisco, Save San Francisco Bay Association and Bluewater Network.

Perata, D-Alameda, is the author of Senate Bill 428, which proposes creation of the San Francisco Bay Water Transit Authority to implement and operate the new system. The bill is expected to reach the Senate floor for a vote in the next few weeks.

Mark Capitolo, spokesperson for Perata's office, said environmental studies were expected to take place once a new authority is established to implement the system.

"In order to address their concerns, we thought we would do as much as we could to spell out all the steps the authority would take in bringing all the environmental issues to clarity before the plan is sent to the Legislature," Capitolo said.

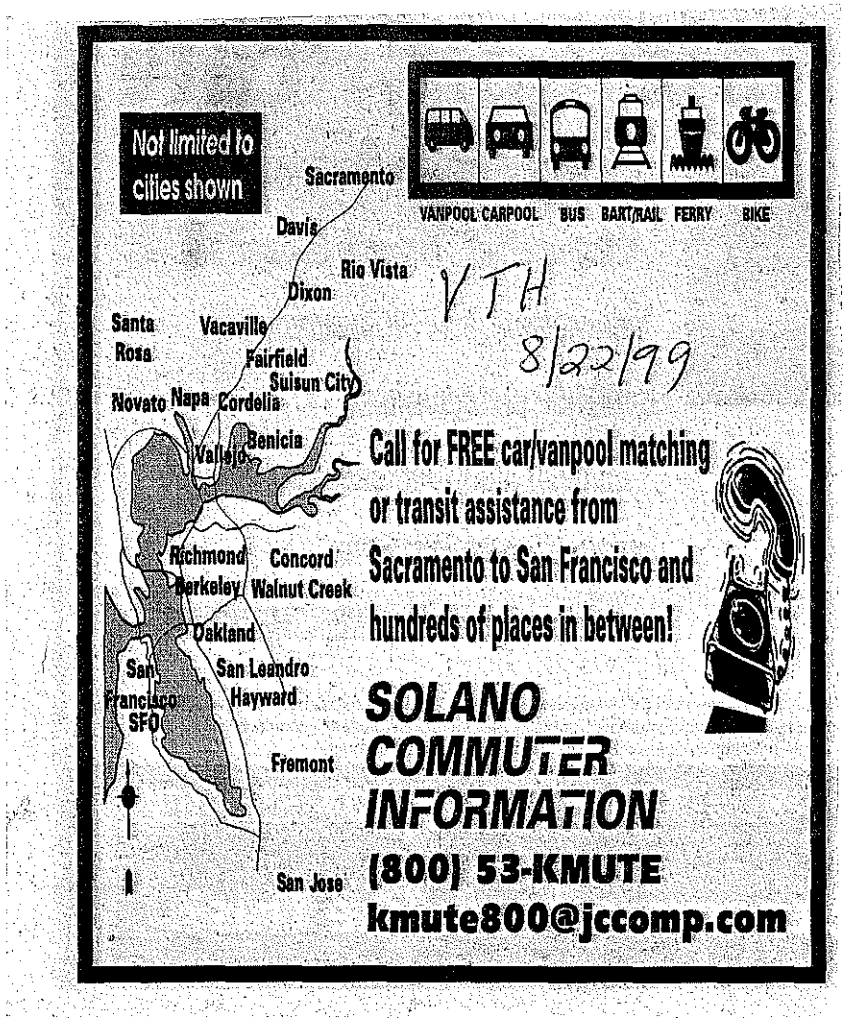
Bay Area Council spokesperson Alex Winslow refuted the Bluewater emissions report saying the comparisons made between buses and marine engines were inappropriate. He said comparisons did not take into account that once the ferry system is implemented new technology will likely be in place. He said the study also assumed low ferry and high bus ridership.

But Winslow said writing environmental studies into the bill could accelerate the time line in which those studies are expected to be completed.

Libretti said BAAQMD scientists didn't have a problem with the Bluewater emissions report, but said a much broader study of the entire project is required.

Suisun City Mayor Jim Spering, who has opposed the ferry plan for other reasons, said although marine engines are more polluting than buses, future technology could help solve that problem.

"There hasn't been any technological improvements in that area. With time, ferry boats are going to go through the same evolution as cars," Spering said.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Santa Rosa
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Panel urges options for I-80 reliever

In brief **Planning Commission approves widening of Leisure Town Road bridges, but wants alternative to Jepson Parkway.**

By Mike Adamick/Staff Writer

Rep 8/18/99

About 20 Vacaville residents voiced opposition Tuesday to Leisure Town Road bridge expansions they perceive as building blocks to a proposed Interstate 80 reliever route, setting the stage for a contentious City Council meeting next month.

After a nearly two-hour public forum, six members of the seven-member Planning Commission said they will recommend to the City Council that three bridges over Horse Creek, Ulatis Creek and New Ulatis Creek should be widened in the name of safety, but that Leisure Town Road should not be developed into a bustling traffic corridor. Commissioner Tom Turpen was absent.

The bridge-widening proposal, which would cost $2.86 million, is tentatively scheduled to land before the council Sept. 14. Using a $1.45 million federal grant, the project would widen each bridge from two lanes to four lanes. The rest of the money will come from developer fees.

Jepson Parkway is described by the Solano Transportation Authority as a way to give residents an alternative route between Vacaville and Suisun City. It is planned to run from the I-80 overpass at Leisure Town Road to Highway 12 in Suisun City.

■ See **Panel**, Back Page

Panel urges reliever route alternative ...

■ Continued from Page 1A

Most speakers at the meeting Tuesday said Leisure Town Road should not be a part of the route because increased traffic would create problems with noise, pollution, safety and would also decrease the quality of life.

"There are alternatives," said resident Ted Bynum, who proposed using Meridian Road to the east as the reliever route, which has been named Jepson Parkway. "It's very specious for someone to say that they're going to widen the road and traffic won't increase."

According to city planners and engineers, the bridges need to be widened because of safety reasons. Although since 1996 there have been only four accidents on the three bridges, there have been 158 traffic accidents between I-80 and Alamo Drive on Leisure Town Road.

Public Works Director Dale Pfeiffer said widening the bridges and the roads around them hopefully would decrease the number of accidents. In one of the accidents on one of the bridges, the city had to pay money on a claim that the bridge was unsafe.

The plan to widen the entire road has been in the city's general plan since 1970 and would have been enacted with or without the reliever route, according to city staff. Residents worried that Leisure Town Road, once a rural agricultural truck route, could become packed with commuters hoping to evade the snarl of I-80.

"We already have an interstate that cuts the city in half — now they want to strangle us," said resident Joe Bush. He felt frustrated that plans for Jepson Parkway seem, in his and his neighbors' eyes, to be a "done deal.

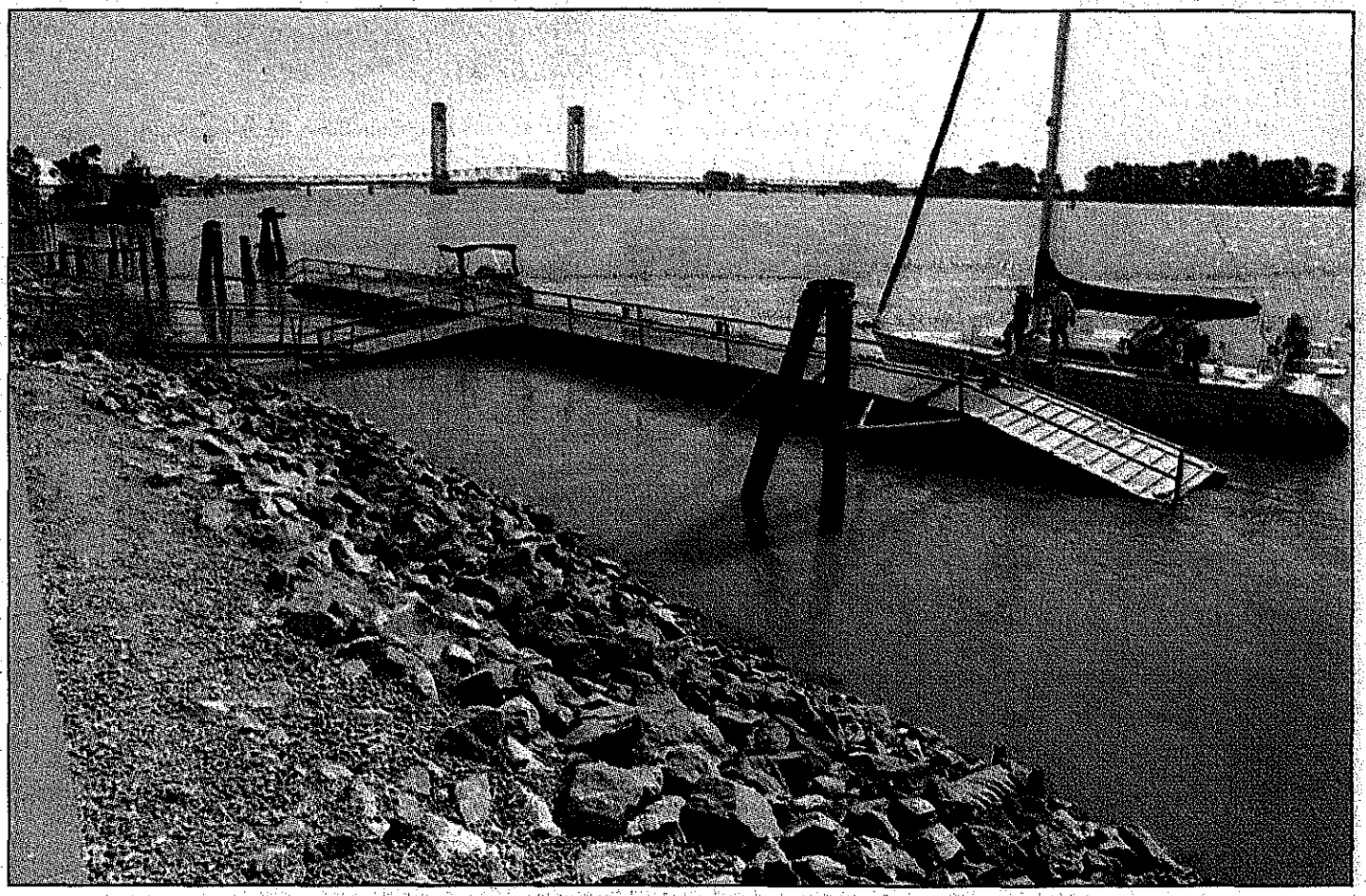
"I heard that phrase so often it was like a funeral dirge," Bush said.

Construction of Jepson Parkway would not begin in Vacaville until 2004, when the Leisure Town Road overpass at I-80 would be widened. Pfeiffer said public meetings are being planned with the Solano Transportation Authority so that residents can voice their opinions on Jepson Parkway. The second Vacaville stage would be to widen the entire length of Leisure Town Road toward Fairfield. That might change when the City Council meets in September.

"It's important that bridges are not made to create a reliever route, rather to improve the overall flow of local roadways," said Planning Commissioner Steve Wilkins. All commissioners agreed that the bridges need to be improved for safety but that alternative routes can be found for Jepson Parkway.

"It's got to be wider, it's got to be safer, but not a truck route," said Commissioner Jan Aldrich.

Ferries in Rio Vista?



Greg Trott/The Reporter

The half-century-old steel dock at the end of Main Street in Rio Vista could be replaced with a new dock and plaza-type entrance.

Proposed dock could lure boats back to river city

By Mike Adamick
Staff Writer

Rep 7/12/99

In Rio Vista, the 50-year-old steel dock at the end of Main Street creaks and sways over the rolling currents of the Sacramento River.

"It's in pretty bad shape," said Mayor Fred Harris. For the last two years, the dock was swamped with flood waters.

Rebuilding the dock, with the help of new grant money, is one of three components of a vision planners hope will ready a "sleepy delta town" for a population burst.

A $75,000 grant from the Solano Transportation Authority, coupled with $11,000 in matching funds from the city, is all that's needed to build a new dock and create a plaza-type entrance to it at the end of Main Street, according to Norman Repanich, the

■ See **Ferries,** Back Page

Ferries ...

■ Continued from Page 1A

city's economic development director. The city has so far received a verbal acknowledgement that it is receiving the money, but the decision is not official yet.

"We have to take more advantage of the river than we have been," said Repanich. "At one time, that was why Rio Vista was Rio Vista, it was a stop for ferries on the way from Sacramento to the Bay Area."

The new dock could again make Rio Vista a ferry destination, said Repanich, who envisions boats stopping at the dock on the way to San Francisco Giants games. The new stadium at China Basin will have ferry access. Or, if the city develops the vacant Army base, ferries will be used to transport people to and from conferences.

"If we expand our horizon and utilize the river to a greater degree than we are presently doing, we will help eliminate some of the transportation problems in Solano County," notes the grant application to the Solano Transportation Authority.

By the time boaters stop at the new dock, planners will have a clear vision of what the city's downtown could look like in the future.

Aside from general plan amendments in the works to ensure the health of local businesses, the city and the chamber of commerce are asking residents to report on the good and bad of the downtown district. A walking survey will be held Saturday to gauge what parts of the city residents want revamped. Those results must be complete by the fall so planners can apply for redevelopment grant money.

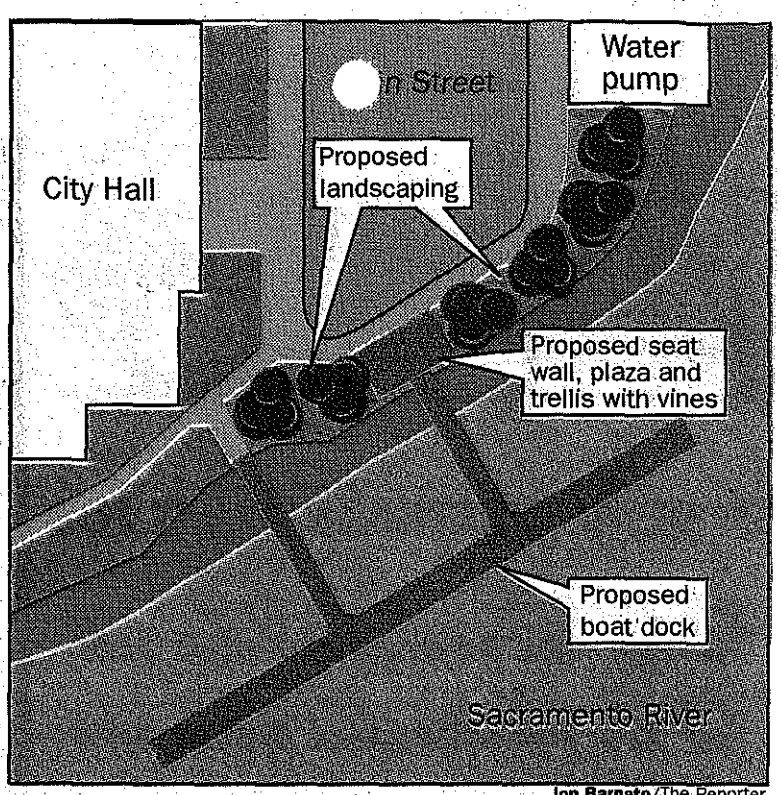
By creating new access to downtown from a newer dock, and by retooling the city's downtown, officials are hoping to create a vibrant city core that will not be crippled by new markets off Highway 12.

"We want to make sure that our merchants will not get beat up," said Harris. New subdivisions, even a golf course, have been springing up recently.

The city's population is expected to surge from about 4,000 to 10,000 in the next 10 years, said Harris. That's why the city is getting a jump on creating a strong downtown center because more homes and more people will bring other services that, while offering some benefits, will hurt longtime merchants.

"These stores are coming; they'll come with the population," said Harris.

Repanich said construction on the new dock could begin in the fall or early winter. It will include access ramps right into the heart of the city, a tree-shaded plaza and a trellis.



Jon Barnato/The Reporter

Caltrans still working out FasTrak problems

By DOROTHY VRIEND
Times-Herald staff writer

8/19/99

For those wondering when FasTrak is going to become part of the bridge toll system around the Bay, the answer is maybe next year.

FasTrak has been operating on the Carquinez Bridge since 1997, and was expected to begin operating on other state owned bridges by September 1998.

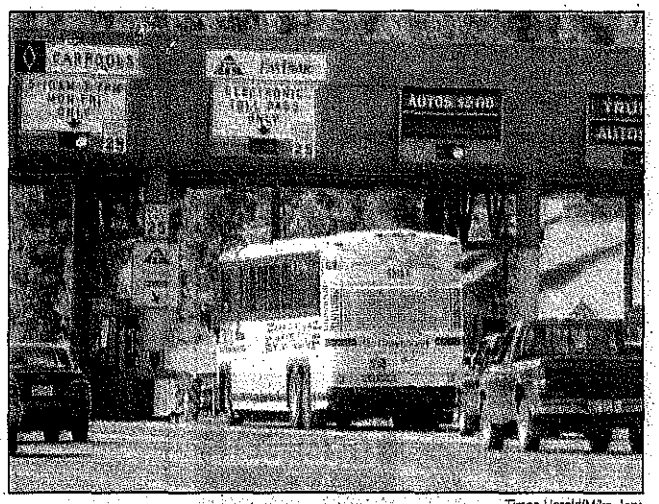
That date came and went with operators still struggling to work out the glitches on their first installation.

With FasTrak, commuters get a three-by-five-inch plastic transponder in the mail for the trouble it takes to fill in an application form.

The transponder sticks to the inside of their windshields. As they drive through the toll booth, an electronic sensor marks their passage.

Along with the ease of not having to stop and pay, commuters save 15 cents per cross-

(See FASTRAK, A2)



Times-Herald/Mike Jory

COMMUTERS' OPTIONS at the Carquinez Bridge toll plaza now include the FasTrak lane, which uses an electronic toll payment system.

FasTrak

(From A1)

ing.

Though the system seems to work well for the public, problems abound behind the scenes, Caltrans spokesperson Collin Jones said.

He said most of the problems have to do with the operation's accounting side. The seven state-owned Bay Area bridges, excluding San Francisco's Golden Gate Bridge, bring in about $230 million annually in toll charges.

Commuters who want to zip through the Carquinez toll plaza without pulling out their wallets have to pre-pay $40 either by credit card, check or in cash.

For those paying by credit card, their account won't get tapped until their pre-paid balances fall below $5. For those paying in cash or by check, they will get a notice asking for another $30 when their balances fall below $10.

Problems in noticing and accounting have kept operators from being able to reach their performance goals, Jones said.

"The idea is to have it be more efficient, so you don't have to have a lot of people verifying things. We have been unable to get there. It has been frustrating for everybody," Jones said.

Operators have also been scrambling to make sure the system is Y2K compliant. Jones said a tentative new goal is to get FasTrak operating on the other bridges early next year, starting out with one new bridge at a time.

So far, about 10,000 commuters have signed onto the FasTrak system on the Carquinez Bridge and operators expect at least 100,000 to sign on when the system is calibrated to work on all Bay Area bridges. Jones said he believes some commuters won't take the trouble to sign on until the system is operable around the Bay.

Rush hour commuters going east on I-80 still have to struggle through choked up traffic until they get across the Carquinez Bridge and are within sight of the toll plaza. But at that point they do get the satisfaction of whizzing by the last 50 to 100 cars in the FasTrak toll lane that opens just east of the bridge.

Jones said the time saved during commute hours is not likely to be significant when FasTrak extends to other bridges around the bay. The bigger time savings for drivers is during non commute hours, he said.

"If there is too much traffic it still backs up. There is only so much capacity (in the FasTrak Lane)" Jones said.

Though FasTrak is meant to be a convenience for drivers the automation is also expected to save operating costs with decreased need for manpower. The hope is that as the system matures and expands to other bridges that goal will become a reality.

For those who like to say hello when they pay their bridge tolls, the human toll takers are not likely to go away. There will always be the occasional users and people from out of town who won't sign on, Jones said.

More trains could pull into Solano

Plan includes new tax for stations, service

By Mark Simborg
DAILY REPUBLIC 8/17/99

OAKLAND — The proposal: Commuter train service from Davis, through every major city in Solano County save for Vallejo, to Oakland and San Francisco.

It sounds nice.

The state's two major train transit advocacy groups are hoping the state Legislature can make it a reality.

Officials from Rail Passenger Association of America, or RailPAC, and Train Riders Association of California presented the proposal to the state Bay Area Transportation Committee last week.

Committee members will go the state in January with a legislation package intended to alleviate the Bay Area's congestion.

RailPAC's proposal would increase service on all major rail corridors in the Bay Area. Morning and evening train routes would be added to the Amtrak Capitol Corridor line that stops in Suisun City, and new train stations would be built in Vacaville, Dixon and Benicia.

"The only solution to congestion in the Bay Area will have to include rail," RailPAC President Richard Silver said.

A local sales tax would probably fund the new routes, Silver said. They would be run by Amtrak and would be considerably cheaper, but less luxurious, than the Capitol Corridor.

The state has been very supportive of local rail services, said Jim Spering, Suisun City mayor and board member of the Solano Transportation Authority and Metropolitan Transportation Commission.

"On the surface, it sounds like a good idea," he said of RailPAC's proposal.

The system would be affordable because it would use existing tracks, Silver said.

The Davis-Oakland Capitol Corridor route has six round trips, two of which were added in the past year, and officials hope to eventually have 10.

Solano County residents would be willing to support the service with a tax because they approved Measure F last November, Silver said.

The measure won easily, committing Solano County residents to spending "any new revenues for transportation" on commuter rail service, among many other things.

Car pool lanes ease congestion, reduce commute time

By RONNA ABRAMSON
ANG Newspapers

No one is saying they've caused a revolution in the Bay Area's daily traffic grind, but car pool lanes seem finally to be catching on.

More and more, commuters stuck in long lines behind the toll booths of the San Francisco-Oakland Bay Bridge and the Dumbarton Bridge have been noticing car poolers breezing by in one-tenth of the time.

That time savings is among the benefits of car pooling, according to the California Department of Transportation's 1998 High Occupancy Vehicle Report.

And that helps explain why car pooling increased in popularity last year, said H. David Seriani, Caltrans Bay Area district branch chief.

"The congestion is increasing, (so) the time savings becomes more attractive. People like a reliable commute," said Seriani.

But not all car pool lanes are heavily used, the agency's report shows. Those on busy interstates 880 and 80 carry anywhere from 97 to 163 vehicles per hour during the reverse commute. But, Caltrans notes, that's partly because the lanes just opened last year.

The Interstate 580 HOV lane in Contra Costa County — long the target of car pool lane critics — recorded between 246 and 285 vehicles per hour during the two-hour period reserved daily for ride sharers.

A freeway lane can handle about 2,200 vehicles per hour, and transportation officials generally consider a car pool lane successful if it carries 700 to 800 per hour.

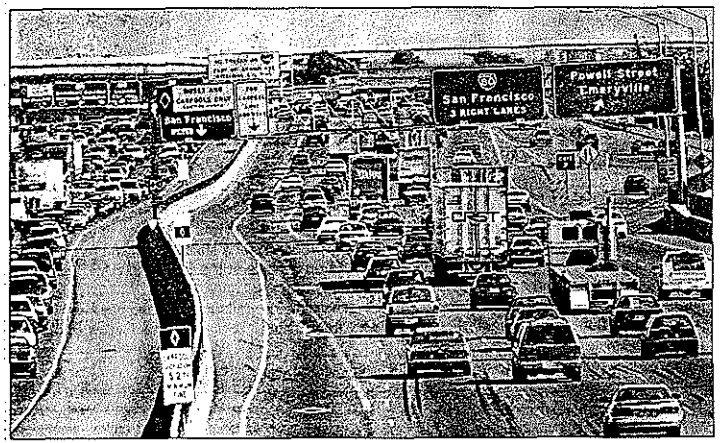
Considering the numbers, transportation officials say the I-580 lane is likely to lose its diamond markings this year.

Meanwhile, the Bay Area is planning to spend $34.7 million over the next several years to add 54.7 miles of car pool lanes to its existing 272.1-mile system. That includes a $34.7 million HOV lane extending 14 miles southbound on Interstate 680 along the Sunol Grade.

Dennis Fay, executive director of the Alameda County Congestion Management Agency, said although maximum use of car pool lanes won't end congestion, it should reduce the length of stalls and accommodate more travelers per hour.

That's especially true at the Bay Bridge Toll Plaza. The diamond lanes approaching the bridge carry two out of every three people who pass through the toll plaza during the busiest hour of the morning commute. The other 18 lanes, by contrast, carry fewer than one-third of bridge crossers.

"Imagine if the car pool lane was not there," Seriani said. "In a way (the HOV lanes) are helping the mixed flow lanes as well by taking more people."



ANG Newspapers/Ron Riesterer

THIS VIEW FROM the Ashby Ave. overpass looking South on 880 toward the maze showing the lightly-used carpool lane (left center).

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Presentation by Terry Lee of the Bay Area Air Quality Management District

Terry Lee of the Bay Area Air Quality Management District has been invited to make a presentation on current issues affecting the air district and Solano County. She will update the Board on matters pertaining to the new Clean Air Plan, the Transportation Fund for Clean Air and other air district matters affecting our member agencies.

STA
Solano Transportation Authority

DATE: September 2, 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 July 14, 1999

B. Draft Minutes of August 25, 1999 TAC Meeting

C. TFCA Match for Bay Area Electric Vehicle Network Charging Program

D. Appointments to PCC

E. MTC Draft procedures for STIP Amendments and Time Extensions

F. Preliminary Guidelines Proposed by MTC for TEA 21 Cycle 2

G. Appraisal for TCI-Funded Suisun City-Fairfield Capitol Corridor Station Parking Lot Improvements

H. City of Rio Vista Application for Transportation for Livable Communities Planning Grant

Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

Minutes of Meeting of
July 14, 1999

I. CALL TO ORDER - CONFIRM QUORUM

A quorum was confirmed.

II. APPROVAL OF AGENDA

Chair Slade called the regular meeting to order at 6:05 p.m. On a motion by Jerry Hayes with a second by Michael Segala, the agenda was approved by the STA Board.

MEMBERS PRESENT:	Jerry Hayes	City of Benicia (Alternate)
	Chris Manson	City of Dixon
	George Pettygrove	City of Fairfield (Alternate)
	Marci Coglianese	City of Rio Vista
	John Silva	County of Solano
	Michael Segala	City of Suisun City (Alternate)
	Rischa Slade	City of Vacaville
	Dan Donahue	City of Vallejo
MEMBERS ABSENT:	None	
ALSO PRESENT:	Jim Weddell	CHP-Solano
	Alan Nadritch	City of Benicia
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Paul Hom	City of Vacaville
	Pam Belchamber	City of Vallejo

Gary Leach	City of Vallejo
Bernice Kaylin	League of Women Voters
John Gray	Solano County
Elizabeth Richards	Solano Commuter Information
Daryl K. Halls	STA
Dan Christians	STA
Matt Todd	STA
Stacy Medley	STA
Chuck Lamoree	STA Legal Counsel
Melinda Stewart	STA Deputy Legal Counsel

III. OPPORTUNITY FOR PUBLIC COMMENTS

No comments.

IV. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls updated the Board on items contained in the Executive Director's Report. He said that the STA Board Agenda had been revised to include recommendations and the items were grouped by more categories; the proposed recruitment process for the Deputy Director of Projects would cost about $18,000; and a legislative update on SCA 3 was included.

V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC

Dan Christians reported that five electric charging stations had been approved for funding by the Bay Area Electric Vehicle Charging Network Program; the SolanoLinks marketing program had produced transit brochures for Six Flags Marine World and Benicia Transit; and the CTC had approved $8.7 million of Interregional Improvement Program (IIP) funds to match $2.9 million of RTIP funds approved by the STA Board for the Highway 37 interchange project. Daryl Halls said that the list of projects prepared by Michelle Brubaker would be a great help for developing a monitoring program.

VI. CONSENT AGENDA (Any consent item can be pulled for discussion)

On a motion by Jerry Hayes with a second by Marci Coglianese, the following Consent Agenda was approved by the STA Board:

A. Minutes of Meeting of June 9, 1999
Recommendation: Approve minutes of the STA Board meeting of June 9, 1999

B. Draft Minutes of June 30, 1999 TAC meeting
Recommendation: Review draft minutes of the June 30, 1999 TAC meeting

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.

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

E. City of Vacaville Request for TIP Amendment

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.

F. Letter to Caltrans Supporting Solano Bikeway

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.

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

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

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

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

I. STA TDA/STAF Claim for 1999-00

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

J. Cancel August STA Board Meeting

Recommendation: Approve the cancellation of the August STA Board meeting.

K. Letter of Support for Vallejo Regional TFCA Application

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

***L.* Paratransit Coordinating Council (PCC) GoalsFor 1999**

Recommendation: Approve the goals approved by the PCC.

VII. ACTION ITEMS: FINANCIAL

A. 1999 Solano Transportation Enhancements Program

Dan Christians presented the staff report and said that the review committee, consisting of Rischa Slade, Dan Donahue and Marci Coglianese, recommended a list of six projects be approved for the $500,000 of Cycle 1 TEA funds. On a motion by Michael Segala with a second by Marci Coglianese, the STA Board adopted a resolution approving a list of proposed projects for the 1999 Solano Transportation Enhancements Program and forwarded it to MTC for incorporation into the TIP.

B. Budget for Recruitment of Deputy Director of Projects

Daryl Halls commented that he checked with the Personnel Departments for the cities of Fairfield and Vacaville to request cost proposals for this recruitment process. He recommends that the STA Board approve Option 1 to fully fund a recruitment process for a total of $18,000. Dan Donahue supported the recommendation and said the additional $4,000 is well worth the cost. Marci Coglianese asked where the $75,000 funding source came from and Daryl Halls said that it was primarily from salary savings. Chair Slade also concurred with the recommendation because of the time that it takes to conduct a recruitment process and the increased project delivery efforts the STA is now undertaking. On a motion

by Jerry Hayes with a second by Marci Coglianese, the STA Board approved funding from the 1999-00 contingency budget for the recruitment process for Deputy Director of Projects.

C. Budget for STA Legal Counsel

Daryl Halls described the need for additional legal counsel services. He said that because of the specifics of the Brown Act, contract review, STA Board agenda, and legal attendance at STA Board meetings, it was recommended that additional funding be approved for 1999-2000 legal services. Michael Segala asked about the hourly rate, and Daryl Halls responded that the hourly rate had recently increased to $88 an hour, up from $84 an hour. Chair Slade said that virtually every meeting this year had a legal issue, and that some items had to be delayed for a legal opinion. Chris Manson asked for some more specifics on the operational budget and Daryl Halls said he would provide it. Dan Donahue, Marci Coglianese and Jerry Hayes also stated they are in favor of having an attorney present to give legal guidance.

Chuck Lamoree said that both he and Melinda Stewart would come for the first few meetings but that either he or Melinda would come to the STA Board meeting in the future. On a motion by George Pettygrove with a second by Chris Manson, the STA Board approved the recommended funding from 1999-00 operations budget for STA Legal Counsel at STA Board meetings.

D. Contract for 1999-00 SolanoLinks Marketing Program

Dan Christians described the 1999-00 SolanoLinks Marketing Program and the process used to select Underground Advertising. Michael Segala asked why this firm was selected and Dan responded that they were considered very creative and experienced in marketing specific routes and services like BART. On a motion by Jerry Hayes with a second by Chris Manson, the STA Board authorized 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.

E. CMAQ Match Reserve Projects in STIP Program

Matt Todd presented this staff report. He described the process used to identify those projects that needed STIP-CMAQ match the most. On a motion by Chris Manson with a second by George Pettygrove, the STA Board approved the recommended CMAQ match reserve projects in the STIP program.

VIII. ACTION ITEMS: NON-FINANCIAL

A. STA Legal Counsel Report on Brown Act

Chuck Lamoree presented a report on the Brown Act. He said that although the District Attorney thinks that the STA Executive Committee is a committee subject to the Brown Act, he doesn't concur. His office examined the STA minutes over the last year and found that the Executive Committee has mainly been used as a sounding board for the Executive Committee and is not a standing committee. He said that as long as the committee remains less than a quorum, isn't formally designated by the STA Board, does not have a fixed

schedule, does not vote on nor makes formal recommendations to the STA Board, it is not subject to the Brown Act. He did not see any activities that would create a legal problem and said he would continue the dialog with the District Attorney and report back to the STA Board on the matter.

After a full discussion on this matter, on a motion by Jerry Hayes with a second by Dan Donahue the STA Board approved the recommendations by STA Legal Counsel on Brown Act provisions for the Executive Committee and requested the item be brought back to the Board after further discussion between the STA Legal Counsel and the Distrtict Attorney.

B. Draft 1999 Solano Congestion Management Program

Dan Christians presented the Draft 1999 CMP and said that this document included some various technical changes and updated language from the 1997 CMP. He said that it is mainly a monitoring program that helps track changes in the levels of services on key roadway segments. On a motion by Michael Segala with a second by Chris Manson, the STA Board approved the Draft 1999 Solano Congestion Management Program and circulated it for input.

C. LEGISLATION

Daryl Halls described three bills that staff had analyzed and were currently pending before the State Legislature or in Washington D.C. He said that the first two bills were reviewed and supported by the TAC and the third bill was recommended for opposition by the Consortium. The Board discussed each bill and took the following actions:

1. **AB 872 (Alquist) to Streamline STIP Process**
   On a motion by Chris Manson with a second by Marci Coglianese the STA Board support AB 872 (Alquist) to streamline and improve the STIP process.
2. **SCA3 (Burton) Relating to Transportation Funding**
   Daryl Halls said that a 2/3 vote of the State Legislature would be required to place this half cent sales tax transportation bill on the 2000 ballot. A majority vote in each county would be required to make it effective in that county. It would need an Expenditure Plan prepared by the STA. Chris Manson said he was philosophically against this bill because it changed the 2/3 vote rule. On a motion by Jerry Hayes, with a second by George Pettygrove, the STA Board voted 7-1 (Chris Manson against) to support SCA3 to add a new section relating to the State Constitution relating to transportation funding.
3. **U.S.S. 1143 (Shelby R – Alabama) to Reduce Transit Funding**
   Matt Todd described this bill and said it would adversely affect federal funding for transit services in Solano County On a motion by Chris Manson, with a second by Jerry Hayes, the STA Board unanimously voted to oppose U.S.S. 1143 (Shelby R – Alabama) that would reduce the amount of funding received in California for transit purposes.

D. Support for Solano Commuter Information Program

Matt Todd introduced Elizabeth Richards and said that SCI had been providing rideshare services for twenty years. He said that MTC is expected to issue a Request for Qualifications later this summer and this resolution and letter would show the STA Board's continued support for funding of the Solano program. On a motion by Chris Manson, with a second by Marci Coglianese, the STA Board approved the recommended Resolution and letter of support for Solano Commuter Information program to continue serving Solano Commuters as part of MTC's Regional Rideshare Program.

E. 1999 Awards Ceremony

Chair Slade described the plans for the 1999 Awards Ceremony to be held at the Opera House in Vacaville. She said that sponsors will need to be found to cover the costs. Rischa requested a committee to review the nominations and meet in early October. On a motion by Jerry Hayes, with a second by Chris Manson the STA Board approved the 1999 Awards Ceremony categories and selected the Executive Committee to serve as the Awards Committee.

F. Naming of the Benicia-Martinez Bridge

Daryl Halls said the Contra Costa Transportation Authority proposed that the new Benicia-Martinez Bridge be named the George Miller III Bridge. On a motion by Jerry Hayes, with a second by Michael Segala the STA Board voted 7-0-1 (Chris Manson abstaining) to support the naming of the new Benicia-Martinez bridge after the current Congressman George Miller III

IX. FUNDING OPPORTUNITIES

The following funding opportunities were noted:

A. BAAQMD Clean Air Vehicle Incentive Program (VIP)
B. Transportation for Livable Communities (TLC) Program
C. California Department of Parks and Recreation/Recreational Trails Program
D. California Department of Parks and Recreation Habitat Conservation Program

X. INFORMATION ITEMS: NO ACTION NECESSARY

A. Board Members Comments

Rischa Slade said that Sharon Banks was returning home the next day. She said that Secretary Slater had visited Ms. Banks and he will also be sending a video greeting for the Awards Ceremony.

B. Adjournment

On a motion by Michael Segala with a second by George Pettygrove, the STA Board meeting was adjourned at about 7:45 p.m.

STA
Solano Transportation Authority

Draft
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
August 25, 1999

I. CALL TO ORDER

Dan Christians called the regular meeting of the Technical Advisory Committee to order at 1:35 P.M. in the STA Board meeting room. He explained that Daryl Halls was at another meeting and would be delayed.

Present:	Hilmer (Ace) Forsen	Caltrans
	Julian W. Carroll	Caltrans
	Janet Koster	City of Dixon
	Ron Hurlbut	City of Fairfield
	Morrie Barr	City of Fairfield
	Michael Lee	City of Rio Vista
	Otto Bertolero	City of Suisun City
	Julie Pappa	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gian Aggarwal	City of Vacaville
	Ed Huestis	City of Vacaville
	Mark Akaba	City of Vallejo
	Marci Malaster	City of Vallejo
	John Gray	County of Solano
	Paul Wiese	County of Solano
	Alix Bockelman	MTC
	Ashley Nguyen	MTC
	Elizabeth Richards	SCI
	Daryl Halls	STA
	Dan Christians	STA
	Matt Todd	STA

II. CONSENT CALENDAR

Dan Christians explained that item II. C, Reprogramming of 1999 STIP Reserve Funds, was changed to an information item since MTC has already begun to process the TIP amendment after the CTC action last month and no further action by the STA was necessary. Daryl Halls arrived at this time. On a motion by Ron Hurlbut with a second by Dale Pfeiffer the following Consent Calendar was approved:

- **A. Minutes of Meeting of June 30, 1999**
- **B. Review Funding Opportunities Calendar**
- **C. Reprogramming of 1998 STIP Reserve Funds** – Information Only
- **D. Unmet Transit Needs Hearing, October 13, 1999** -Information Only

III. OPPORTUNITY FOR PUBLIC COMMENT

No comments

IV. COMMENTS FROM CALTRANS, MTC AND STA STAFF

No comments

V. CONSORTIUM UPDATE

Matt Todd provided an update of the SolanoLinks Consortium. Major items discussed included the project monitoring program, the Bluprint, the Comprehensive Transportation Plan and the SolanoLinks marketing program.

VI. ACTION ITEMS

A. Draft Project Monitoring Program

Daryl Halls explained the need for the program. He said that it is intended to identify any red flags for any delayed projects. Matt Todd further explained the process to track project delivery. There was discussion on definitions of obligation (i.e. no risk of losing funds). He requested all TAC members to return the questionaire and project sheets by September 8. Ron Hurlbut suggested that Caltrans Local Assistance might want projects bundled so there would be less paperwork. Daryl Halls said that both Caltrans and MTC want the projects to move quickly and encouraged TAC members to start the process as soon as possible, especially those projects that need to be obligated by June 30, 2000. Ace Forsen said he will route the list of projects to the proper Caltrans staff for input. Daryl Halls said that if there is enough interest, the STA would try and pool some funds and contract for a project manager for assistance with delivery projects. On a motion by John Gray with a second by Janet Koster, the TAC approved the Draft Project Monitoring Program for delivery of various federal and state funded projects and forwarded to the STA Board for discussion

B. TFCA Match for Electric Vehicle Network Charging Funds

Dan Christians explained that this request would provide TFCA funds for electric charging stations to match funds approved by the Bay Area Electric Vehicle Charging Network Program and major automakers. On a motion by John Gray with a second by Ron Hurlbut, The TAC approved 1999-00 TFCA funds as local match to each of the projects funded by the Electric Vehicle Network Charging Grant Program "Charge" and automobile manufacturers and forward to the STA Board for final approval

C. Blueprint for the 21st Century

Matt Todd explained the Blueprint and described the various projects submitted by TAC and Consortium members. He said that the STA had already submited six projects to MTC but wanted to further discuss the rest of the projects before submitting any more. The Consortium reviewed all the transit projects and recommended five additional transit-related projects for submittal to MTC. The TAC members discussed the rest of the projects. Ashley Nguyen said that the analysis on the Blueprint would focus on rail, ferry and bus. After further discussion, on a motion by Janet Koster with a second by Ron Hurlbut, the TAC deleted the Southern Crossing project (on six yes votes, 1 no vote by City of Vallejo and 1 abstention by the City of Rio Vista).

After further discussion, Ron Hurlbut withdrew the Phase II of the original Reliever Route Project (now called Jepson Parkway) and the new or enhanced corridor between the Bay Area and Sacramento that bypassed Fairfield and Vacaville. The group felt that these projects would be better addressed in the proposed Solano County Comprehensive Transportation Plan.

On a motion by Ron Hurlbut with a second by Dale Pfeiffer, the TAC unanimously approved the transit projects recommended by the Consortium and the combination of interchange improvements and the review of HOV lanes on I-80 (between Carquinez Bridge and Highway 37).

D. Legislation Report

Daryl K. Halls discussed AB 1012 and the effect it would have on project delivery. Under this legislation, if deadlines are not met, the funds would be redistributed by Caltrans so the funds would not be lost. Gian Aggarwal and Paul Wiese said that their agencies planned to deliver on-time and they felt comfortable with the bill. Janet Koster said that most delays occur because of agency delays. On a motion by Ron Hurlbut with a second by Mark Akaba, the TAC recommended that the STA Board support AB 1012.

E. Solano County Comprehensive Transportation Plan

On a motion by Ron Hurlbut with a second by Janet Koster, the TAC supported the development of a Comprehensive Transportation Plan and submitted it to the STA Board for discussion.

VII. INFORMATION ITEMS

A. MTC Draft Procedures for STIP Amendments and Time Extension Requests

Alix Bockelman said these guidelines clarified the STIP Amendment and time extension process. Julian Carroll asked about the required MTC concurrence letter . Alix said that the letter makes sure that MTC knows about all STIP Amendments.

B. Preliminary Rules Proposed by MTC for TEA-21 Cycle 2

Alix Bockelman said that about $8 million will be available for Solano County for the next cycle of STP/CMAQ funding. 80% of the funds are to be used for Tier 1 and 2 type projects. MTC has estimates of the cost of road and transit needs of Solano County in this guidance that is envisioned to assist Solano County in determining a split of these funds between road and transit-type projects. The regional obligation deadline will be September 30, 2002 even though the funding would not be lost until September 30, 2003. After discussion, there was general agreement with the obligation date as long as an extension could be granted with receipt of verification that a project is on track and needs additional time for obligation. There was no objection to the stricter regional obligation date. Daryl Halls said that during October or November, the STA would begin the "Call for Projects " process.

C. Draft 1999 Solano Congestion Management Program and Model Update

Dan Christians reminded the cities of Fairfield, Suisun City, Benicia and Vallejo to submit their LOS calculations as soon as possible so that the STA Board can approve the 1999 CMP at their October meeting.

D. Jepson Parkway Concept Plan Update

Daryl Halls commented that STA staff and the project consultants have met with all of the affected member agencies and will give an update to the STA Board at their September meeting in order to move forward on the project.

E. Additional CMAQ Funding

Matt Todd said there will be about $500,000 additional CMAQ funding available for transit projects as a result of the backfilled STP funding. The Transit Consortium will make some recommendations for this funding.

VIII. ADJOURNMENT

Otto Bertolero announced that he would be leaving Suisun City on September 5 to work for the private sector in Santa Rosa. The meeting was adjourned at about 3:50. The next meeting will be on September 29, 1999 at 1:30 p.m.

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: TFCA Match for Bay Area Electric Vehicle Network Charging Program

As part of the STA's commitment to implementation of electric charging stations, $55,543 for electric charging stations has been obtained from two sources:

Bay Area Electric Vehicle Charging Network Grant Program "Charge"	$31,743
Automakers (GM, Honda and Ford)	$22,800

Previously, the STA Board and the Bay Area Air Quality Management District (BAAQMD) approved $30,000 of Transportation Fund for Clean Air (TFCA) funding with the intention of matching the above grants to provide 100% funding (if possible), because these projects are considered demonstrations of new technology.

Based on the approvals received for five specific locations in Solano County, $27,300 of Solano County TFCA Program Manager funds are proposed as matching funds for each of the charging stations listed in the attached spreadsheet. These funds will provide 100% grant funding for all five sites, including City of Benicia which was originally proposed to be matched with $2,722 of city funds but can be funded with match from excess TFCA funds.

Funding requested for four other sites were not approved by the BAAQMD because their location was not close enough to the I-80 corridor and/or their usage (on a regional basis) was not considered to be high enough for this first cycle. The sites included Suisun City Hall, the Old County Court House in Fairfield, and two other County sites. With the sponsors' concurrence, staff will try to strengthen our applications and apply again for a future funding cycle next year.

The remaining $2,700 of TFCA funds for the electric charging program will remain in a contingency fund and be reserved for any projects that may have any minor cost overruns or if any of the other unfunded sites secure another funding source and need a local match to fully fund the project.

Fiscal Impact None. All funding will be provided from the three grant programs ("Charge", automakers, and Solano TFCA Program Manager funds).

Recommendation Approve 1999-00 TFCA Program Manager funds local match to each of the electric charging station projects, as listed in the attached spreadsheet, approved by the Electric Vehicle Network Charging Grant Program " Charge"and automakers.

Solano Electric Vehicle Charging Stations Program

Sponsor	Location	"Charge"	Automakers	TFCA 40% Match	TOTAL
City of Benicia	City Hall	$3,150	$2,000	$2,722	$7,872
City of Fairfield	City Hall	$7,000	$4,000	$6,860	$17,860
City of Vallejo	City Hall	$5,746	$2,000	$6,619	$14,365
City of Vallejo	Ferry Terminal	$9,000	$8,000	$7,575	$24,575
Old San Fran-cisco Express	I/80 at Suisun Valley Rd.	$6,847	$6,800	$3,524	$17,171
TOTAL		**$31,743**	**$22,800**	**$27,300**	**$81,843**

Remaining 1999-00 TFCA
Program Manager $'s (Contingency) $ 2,700

Rev. 8/25/99

c:/Dan/electric/tfca matching funds

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Matt Todd
RE: Appointments to Solano Paratransit Coordinating Council (PCC)

The PCC is a volunteer advisory committee to the STA Board. The PCC routinely addresses transit and paratransit issues, reviews Transportation Development Act (TDA) Claims, reviews the Section 5310 federal funding program (assisting non profits in procuring vehicles to transport elderly and disabled individuals), and participates in the unmet transit needs process. The STA Board is responsible for appointing PCC members.

Over the last few PCC meetings, many new individuals have been attending and participating with the PCC. These individuals have been invited to submit letters of interest to become members. The standard membership term runs three years.

Richard Sibley attended three meetings and participated in subcommittee meetings as well. He represents the New Horizens program of the Solano County Health and Social Services Department. He is requesting appointment as an alternate to Abe Bautista who also represents the Solano County Health and Social Services Department.

Chris Robertson is an employee of the CAMINAR program in Fairfield. She is requesting membership and proposed to fill a member at large position. She has also proposed Todd Harris, also a Counselor at CAMINAR, as her alternate. Chris has attended the last three meetings and volunteered to participate in a subcommittee to create a new member handbook.

Recommendation

Staff and the PCC recommend the STA Board approve the PCC appointments of Richard Sibley as an alternate to Abe Bautista, and Chris Robertson as a member at large with Todd Harris as an alternate to her position.

Attachments

PCC MEMBERSHIP LIST
(proposed appointments highlighted)

CLASSIFICATION		MEMBER	ALTERNATE	TERM EXP.
Voting Members:				
Transit Users				
1.	Elderly	Vacant	Vacant	
2.	Low Income	Vacant	Vacant	
3.	Handicapped	Fred Ramsey 678-1531	Gloria G. Davis	12/00
Members-at-Large				
4.	Member-at-Large	Vacant	Vacant	
5.	Member-at-Large	Chris Robertson	Todd Harris	9/02
Public Agencies				
6.	Education-Related	Cat Evanson Solano Community College 428-4206	Ted Harding	8/00
7.	Solano County	Abe Bautista 421-6605	Richard Sibley	12/00
Social Service Providers				
8.	Independent Living Resource	Gerald Cohen 435-8174	Bea Tiger	10/00
9.	Yellow Cab Vallejo/Benicia	Marcia Kent 745-4040	Zora Mangat Fairfield Yellow Cab	12/00
10.	MV Transportation Co,	Larry Schwahn 649-1999	Vacant	3/02
11.	Solano County	Barbara Thomas 421-6789	Marie Kirby	12/99
12.	MTC Elderly & Disabled Representative	Jim Simon 451-2219	Ed Watson	12/00
Non-Voting Members:				
1.	Benicia Transit	Alan Nadritch	Evelyn Hayden	N/A
2.	Caltrans District 4	Burdette Conner		N/A
3.	Dixon Readi-Ride	Randy Davis	Vanessa Klaiber	N/A
4.	Fairfield/Suisun	Kevin Daughton	Mike Dulude	N/A
5.	MTC	Alix Bockelman		N/A
6.	Rio Vista Transit	Michael Lee		N/A
7.	Solano County	John Gray		N/A
8.	Vacaville	Trent Fry		N/A
9.	Vallejo Transit	Pam Belchamber	Marci Malaster	N/A

Solano County Health and Social Services Department

Mental Health Services
Public Health Services

Adult and Child Services
Substance Abuse Services

Eligibility and Employment Services
Public Guardian/Conservator

Donald R. Rowe, Director

NEW HORIZONS 1945 KIDDER AVENUE FAIRFIELD 421-6638 FAX 421-6640

June 18, 1999

Solano Transit Authority
333 Sunset Avenue, Suite 200
Suisun City, CA. 94585

ATTN: Matt Todd, Staff

RE: Membership in Paratransit Coordinating Council (PCC)

I am writing to respectfully request consideration for membership on The Solano Paratransit Coordination Council (PCC).

As I understand the by-laws of 12/95, the request would be considered as an alternate for Abe Bautista, currently representing Solano County Health & Social Services.

Please find enclosed resume'.

Respectfully;

Rich Sibley

RICHARD C. SIBLEY

CAREER OBJECTIVES: Working within a community mental health program or educational setting-providing treatment, case management or administrative support, moving into mid-management activities.

EDUCATION

1977 University of Arizona, Tucson, Az. M.Ed. Counseling/Guidance
1972 Univ.. of Utah, Salt Lake City, Ut. B.A. Psychology

PROFESSIONAL EXPERIENCE

1988 - Present	Supervising Mental Health Clinician, Solano County DMH; Roger Wiere, PhD.	Supervising Adult Day Treatment Center, including County staff (8), volunteers & student interns. Annual budget $430,000. Services provided to persistently MI Adults.
1986-1988	Mental Health Clinician, DMH, Fairfield, CA.; Ken Anderson, MFCC	Case Management Services for homeless mentally ill, advocacy assessment, placements, accessing services and benefits. Networking with all services, agencies & providers.
1985-1986	Mental Health Clinician II; Ukiah Outpatient Clinic; Mendocino County DMH; Bob Wolf, LCSW	Crisis & referral, emergency services, screening initial contacts-providing treatment to families and adults, utilization review committee.
1983-1985	Mental Health Clinician II; Continuing Care Program; San Bernardino Co. DMH; Michele DeCourten, LCSW	Community Outpatient Services for adults/geriatrics. Crisis intervention, 5150 evaluations, training for care providers, placement services, money management, evaluations for LPS conservatorship, backup for inpatient staff.
1980-1983	Mental Health Clinician I; Centra Fontana Clinic; San Bernardino Co. DMH; Al Robinson, LCSW	Part of emergency service team, plus outpatient services for adults and families, treatment groups for chronic MI and MDSO.

1979-1980	Mental Health Asst. III; Ujima Counseling Ctr.; San Bernardino Co. DMH; Joyce Lewis, LCSW	Children & Adult Day Treatment community outreach activities, peer review and substance abuse committees, coordinator / supervisor of tutoring program.
1976-1977	Student Field Placement; So. Arizon Mental Health; Halfway House Program; Dr. Joe Geffen	Individual & group treatment for chronic population. Focus - independent living & problem solving skills.

References provided upon request Fall, 1985

OTHER ACTIVITIES

1979	Community Awareness Counselor Psychiatric Inpatient Unit	San Bernardino, Ca.
1978	Delivery Truck Driver Kalil Bottling Co.	Tucson, Az.
1976	Head Resident Univ. of Arizona	Tucson, Az.
1976	Student Volunteer Pima Co. Geriatric Facility	Tucson, Az.
1976	Volunteer Switch Board	
1972-1975	Behavioral Science Specialist U.S. Army Medical Corp. 9th Med Bn.	Ft. Lewis, Wa.
1964-1969	Youth Counselor West Contra Costa YMCA	Richmond, Ca.

HOBBIES & INTERESTS

Bicycling, camping, basketball, travel

LICENSURE

California BBSS - Marriage Family and Child Counselor
MFC #19154, since 1984

40

08-17-99P01:44 RCVD

CAMINAR/CLC

INNOVATIVE PROGRAMS FOR SOCIAL REHABILITATION

August 13, 1999

Mat Todd
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

Dear Mr. Todd,

I am writing with interest to request that I sit in on the Solano County Transportation meetings as an active participant. I feel that this would be an opportunity for our Agency to have a voice in issues that effect the population in which we serve. I appreciate this opportunity and look forward to gaining the experience and knowledge this seat will offer. I Would like to include Todd Harris our Counselor III and have him attend meetings as an alternate. Thank you for your consideration.

Sincerely,

Chris Robertson, MFT

Christine Robertson, MFT
Program Director

956 East Tabor Avenue
(707) 422-9345

Fairfield, CA 94533
Fax (707) 427-1819

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Matt Todd
RE: MTC Draft Procedures for STIP Amendments and Time Extensions

The attached guidance was distributed to the STA TAC at the August meeting. These guidelines will govern the State Transportation Improvement Program (STIP) funded projects for any amendment and/or extension requests. A list of STIP funded projects programmed in Solano County is also attached for your information.

Recommendation
For Information Only

Attachments

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Finance Committee

DATE: August 5, 1999

FR: Lizzie Kemp

RE: Procedures for STIP Amendments and Extension Requests

Attached is a proposed process for STIP amendments and extension requests in the MTC region. The proposal has been reviewed favorably by the Fund Programming Working Group and the region's SB 45 Oversight Committee. Affected Caltrans staff members have also been consulted. The comments we received have been incorporated into the proposal.

The purpose of this STIP amendment policy is to clarify who is responsible for initiating amendment requests, who must review and approve of them, and to establish a standard format for presenting amendment requests.

We plan to bring this proposal to the Commission in September for approval. Please bring your comments, questions and concerns about this proposal to the Finance Committee meeting.

C:\LIZZIE\FINANCE\Finance cmtee.doc

DRAFT -- MTC Procedures for STIP Amendments and Extension Requests

I. SPONSOR REQUESTS STIP AMENDMENT OR EXTENSION

A. For currently programmed Caltrans projects:

1. Caltrans and CMA identify issue that may require an amendment or extension and notify MTC that change is being considered.
2. Caltrans and CMA come to agreement about proposed change.
3. Where necessary, CMA staff requests policy board approval of proposed change.
4. CMA notifies Caltrans in writing of the county's concurrence.
5. Caltrans submits a completed STIP amendment/extension request form (see attached) and county's letter of concurrence to MTC and requests MTC concurrence.

B. For currently programmed local projects:

1. Sponsor and CMA identify issue that may require a STIP amendment or extension and notify MTC that change is being considered.
2. Sponsor and CMA come to agreement about proposed change.
3. Where necessary, CMA staff requests policy board approval of proposed change.
4. Sponsor submits a completed STIP amendment/extension request form to CMA for review. (see attached format)
5. CMA forwards STIP amendment/extension request to MTC and requests MTC concurrence.

C. For all new projects:

1. Sponsor notifies CMA of project proposal
2. CMA notifies MTC that STIP amendment is being considered
3. Sponsor and CMA come to agreement about proposed change
4. CMA staff requests policy board approval of proposed change.
5. CMA submits completed project application to MTC and requests MTC concurrence. Any request to program a new project must be accompanied by

each of the following:

- a completed RTIP project application sponsor changes
- CMA Resolution approving the project
- local Resolution of support
- Project Study Report or equivalent, and
- current opinion of legal counsel.

II. MTC Review and Concurrence

A. Major versus minor changes

1. All major changes, including any requests to program a new project, will be presented to MTC's Programming and Allocation Committee to determine MTC's concurrence.
2. For minor changes, MTC staff may write a letter of concurrence for the Executive Director's signature. Minor changes include:
   - schedule changes, except where change implies major cost or delivery ramifications
   - sponsor changes
   - changes to project budget that are not more than 20% of the total project cost or that are less than $1 million.
   - transfer of funds from one project component to another (e.g. from project engineering into environmental)

B. Concurrence Letter is sent to Caltrans

If MTC approves of the proposed change, MTC staff writes a concurrence letter and submits it to Harlan Woo at Caltrans District 4. (Harlan will ensure that the request is cc'd to the appropriate contacts at Caltrans and CTC.)

C. TIP Amendment

Once the CTC acts on a STIP amendment, MTC staff will initiate a TIP amendment to include the approved project changes. MTC staff will work with Caltrans, FHWA and FTA to see if these sorts of changes may be made administratively so long as the changes are limited to STIP funds and any associated local funding commitments.

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

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

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.

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Matt Todd
RE: Preliminary Guidelines Proposed by MTC for TEA-21 Cycle 2

The attached information was distributed to the STA TAC at the August meeting. This guidance addresses the STP/CMAQ funding in Solano County.

The Transportation Efficiency Act for the 21st Century (TEA-21) legislation enacted in 1998 provided authorization for six years of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding. In the Metropolitan Transportation Commission (MTC) region, Solano County has programmed the first three years of this funding to date (FY 1997-98, 1998-99, and 1999-00, also referred to as cycle 1).

The STA Board approved projects for the programs referred to as the 75% Program, 25% Corridor Programs, and Low Cost Safety Projects Programs early in 1999 which programmed the Cycle 1 funding. The following attachment explains the Cycle 2 versions of these programs.

The Rehabilitation and Regional Transit Programs (previously referred to as the 75% Program) can be programmed to both roadway and transit rehabilitation projects. These funds are expected to be applied to the types of projects listed in tiers 1 and 2 specified in the handout. Solano County is expected to receive approximately $8 million through this program (the previous funding level was at $6 million). The Low Cost Safety Project Program was funded by a portion of the 75% Program, funding about $600,000 worth of projects. The MTC guidelines continue to allow Solano County the option to fund low cost safety projects as part of the Rehabilitation and Regional Transit Program.

The Corridor Management Program component of the TEA-21 Cycle 2 funding (previously referred to as the 25% Program funds) will allocate funds to Solano County rather than Solano County projects competing in a regionally competitive process. The projects for this program will still be selected through the Corridor Plans that were created for Cycle 1 and will need to be updated for the Cycle 2 process. Solano County is expected to receive approximately $3 million through this program (previously received $2.2 million through the regional competitive process).

The programming process for these funds should begin this fall with final STA Board approval expected in January/February 2000.

Recommendation
For Information Only

Attachments

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
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Memorandum

TO: Finance Committee

DATE: August 5, 1999

FR: Lizzie Kemp and April Chan

RE: Rules and Criteria for the Second Cycle TEA-21 Rehabilitation and Regional Transit Programs

At the last Finance Committee meeting, the Fund Programming Working Group (FPWG) was asked to develop rules and criteria for the second cycle TEA-21 rehabilitation program and the Transit Finance Working Group (TFWG) was asked to develop rules and criteria to guide MTC in the selection of multi-county/regional transit projects. The proposals, as developed by these two groups, are attached to this memo.

The proposed criteria for the rehabilitation program are very similar to those used for the first cycle. The program will once again be based on four tiers of project priorities, with the following key elements:

- At least 80% of a county's program must be programmed to projects in tiers one and two.
- A county may propose funding off the top of the rehabilitation program for unfunded corridor management projects, up to 10% of the county bid target.
- The distribution of funds between roadway and transit projects in each county's program must approximate the mode split of rehabilitation needs in the county.
- Expansion projects will be considered for funding on an exceptions-only basis.
- The proposed obligation deadline for the second cycle STP/CMAQ program is September 30, 2002.

As previously discussed, MTC will assume responsibility for programming funds to regional transit projects during the second cycle. Rehabilitation of the existing infrastructure will continue to be the focus of this program. Key elements of the proposed programming rules are highlighted below:

- The funds will be distributed to projects throughout the region according to the FTA Section 5307 urbanized area (UZA) apportionment factors; project sponsors/transit operators will compete for funding within their respective urbanized areas.

- Project priorities will be based on the four tiers established for the county rehabilitation program.

- Tiers 1 and 2 regional transit projects will be given first programming priority.

- To help alleviate the oversubscribed FTA formula programs and to ensure important non-regional tiers 1 and 2 projects are funded, non-regional tiers 1 and 2 projects would be given second programming priority.

- Regional tiers 3 and 4 and non-regional tiers 3 and 4 projects would be assigned third and fourth programming priority respectively.

The two working groups are seeking your comments and direction on the proposed rules and criteria. If the criteria are acceptable, the FPWG and the TFWG will begin working on a project application and other supporting documents for these programs.

C:\LIZZIE\FINANCE\REHAB2nd cycle.doc

DRAFT
Second Cycle TEA-21 STP/CMAQ Program (FY 2000/01 - 2002/03)

Rules and Criteria

The following programming rules and criteria have been developed to ensure that the region's program of STP and CMAQ projects leverages federal, state and local resources; is balanced and equitable; meets the stated RTP goals of maintaining and improving the operation and management of the Bay Area's existing transportation system; improves the livability of Bay Area residents with respect to transportation facilities; and addresses the mandates of the Clean Air Act.

STP and CMAQ funds available to the MTC region for FY 2000/01 - 2002/03 will fund the following five categories of transportation projects pursuant to MTC Resolution No. 3053, Revised:

I. County maintenance and rehabilitation;
II. Regional customer service;
III. Transportation for livable communities;
IV. RTP Corridor management; and
V. Multi-county/regional transit.

Programming rules and criteria for each of the program categories is described below.

I. <u>County Maintenance and Rehabilitation:</u>

Funds for the maintenance and rehabilitation program will be made available to each of the nine Bay Area counties on a population basis for transit and roadway projects that maintain the existing transportation system. The following principles will be used to develop the program of projects for FY 2000/01 - 2002/03:

1) Each project must pass all of the screening criteria in the project application before it can be considered for programming.

2) Three percent (3%) of the total regional STP funds will be programmed to the county congestion management agencies (CMAs) or their equivalents according to their relative population shares for planning purposes. A CMA is guaranteed at least $140,000 per year in STP planning funds, or $40,000 greater than the FY 1997/98 amount, or 3% of the new STP funds, whichever is greater, pursuant to the provisions of MTC's funding agreements with those entities.

3) The remaining funds are to be programmed to ready projects in the earliest year for which obligation authority is available.

4) The priority tier order for projects is as follows:

Roadway	Transit
1. Metropolitan Transportation System (MTS) Pavement	1. Safety ADA Maintenance Facilities & Heavy Equipment
2. Non-MTS Pavement (must be federal aid eligible – includes roadways classified above that of rural minor collector or urban local)	2. Stations Shelters Intermodal Facilities Station Parking
3. MTS Non-Pavement	3. Non-revenue Vehicles Office Equipment Maintenance Tools & Equipment
4. Non-MTS Non-Pavement (must be federal aid eligible)	4. Capitalized Maintenance

NOTE: Amenities (such as bike lanes, signalization , turn pockets, transit pull-outs, sidewalk ramps, guard rails, and culverts) are allowed up to 20% of the total cost of a pavement rehabilitation project. Where amenities exceed 20% of the total project cost, the project is considered non-pavement.

5) The priorities above assume that all transit projects scoring 16 or higher according to MTC's Transit Capital Priorities have been funded. Unfunded score 16 or 17 projects may be considered for funding in this program with adequate justification.

6) A CMA, or CMA equivalent, may elect to propose funding for unfunded corridor management projects consistent with identified corridor emphasis areas (as described under the "Corridor Management" section below), off the top of the county rehabilitation and management program, up to 10% of the county's total bid target for the rehabilitation program.

7) The CMAs or their equivalents will be responsible for developing proposed bid lists, resulting from an open project solicitation, in which 80% of the funds available to each county are proposed for projects in Tiers 1 and 2 combined.

8) The distribution of funds between roadway and transit projects in each county should approximate the mode split of rehabilitation needs for the county as estimated by MTC.

9) Expansion projects will be considered for funding on an exceptions-only basis, to the extent that a county can demonstrate that all transportation maintenance and rehabilitation needs in the subject county have been met.

10) MTC will have final program approval.

11) If MTC finds that a county has not developed its program in a manner consistent with the rules and criteria above, MTC may choose to fund projects outside of the county's proposed bid list. In making such decisions, MTC may give priority to the most cost-effective projects, projects necessary to implement regional air quality plans and programs, projects

that leverage a high level of non-federal resources, including private sector funds, or projects that promote multi-jurisdictional cooperation or have multi-jurisdictional benefits.

Proposed obligation deadline: September 30, 2002

V. Multi-County/Regional Transit

Funds for the regional transit program will be apportioned to each urbanized area according to FTA Section 5307 apportionment factors to fund transit projects with multi-county or regionwide benefit, and other critical transit needs. Projects that maintain the existing transit system will be given priority.

The following principles will be used to develop the regional transit program for FY 2000/01 - 2002/03:

1. MTC will have lead responsibility for developing the regional transit program. For urbanized areas in which regional project requests are less than the total amount of funding available, MTC will work with the affected county CMAs to develop priorities for the balance of the program. Regional project sponsors will submit applications directly to MTC for consideration.

2. Each project must pass the screening criteria in the project application before it can be considered for funding.

3. For a project to be considered "regional", it must meet the following definition:

   Benefit:
   Fifty percent (50%) of the users (beneficiaries) of the project must reside outside the county in which the project is located. For multi-county system-wide projects (i.e., CalTrain, Golden Gate Bridge, Highway and Transit District [GGBHTD], BART system improvements) the test need only be satisfied in one of the constituent counties. Location of boardings may be used if county of residence is not available.

   AND

   Impact:
   The project must meet one of the following thresholds of interregional travel volumes:

   a. A minimum of three (3) counties must each contribute at least 10% of trips on the facility; or

   b. The facility must handle over 10% of the region's transit trips (10% of 1.236 million trips = 124,000 trips).

Alternatively, MTC may determine that a project is a regional project based on its key importance in a major corridor, as identified in the RTP.

4. Tiers 1 and 2 regional transit projects, as defined in the county rehabilitation program structure, will be given first programming priority.

5. To help alleviate the oversubscribed FTA Section 5307 and 5309 Fixed Guideway formula programs and to ensure important non-regional tiers 1 and 2 projects are funded, non-regional tiers 1 and 2 projects would be given second programming priority.

6. Regional tiers 3/4 and non-regional tiers 3/4 projects would be assigned third and fourth programming priority respectively.

7. The priorities above assume that all transit projects scoring 16 or higher according to MTC's Transit Capital Priorities have been funded. Exceptions will be considered on a case-by-case basis

8. Transit projects that expand the existing transportation system will be considered for funding on an exceptions-only basis, to the extent that all transit maintenance and rehabilitation needs in the subject urbanized area have been met.

9. MTC will have final program approval.

10. In selecting program priorities, MTC may give priority to the most cost-effective projects, projects that have the highest regional impact, projects necessary to implement regional air quality plans and programs, or projects that leverage a high level of non-federal resources.

METROPOLITAN
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COMMISSION

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Memorandum

TO: Planning and Operations Committee DATE: August 26, 1999

FR: Lisa Klein

RE: Criteria and Guidelines for 2nd Cycle STP/ CMAQ: Corridor Management Program

The Planning and Operations Committee has been charged with overseeing the development of programming guidelines and criteria for the corridor management element of the second cycle STP/ CMAQ program. On July 13, the POC task force met to address this topic. This memo presents draft criteria and guidelines recommended by the task force.

Background

The corridor management program is one of four elements that will compose the region's 2nd Cycle STP/ CMAQ program (FY 2000/01 - FY 2002/03). The other elements are: 1) region-wide customer service, 2) Transportation for Livable Communities (TLC), 3) multi-county/ regional transit, and 4) system rehabilitation and maintenance. The corridor management program will consist of approximately $53 million to be distributed to the counties based on population share. Each CMA will be responsible for programming the corridor management funds according to the guidelines developed by MTC in cooperation with POC. For reference, I have included the program schedule in Attachment A.

Draft Criteria and Guidelines

Attachment B includes the draft criteria and guidelines recommended by the POC Task Force on the 2nd Cycle Corridor Management Program. The screening criteria are substantially similar to those in Cycle 1. The programming guidelines effectively replace the scoring criteria from Cycle 1. Notable changes to the program structure are described below:

- The list of eligible projects has been streamlined and divided into separate lists for management and safety projects. We have deleted from the list several "low priority" or awkward management strategies including transit marketing, enforcement of HOV lanes, and enforcement of truck loading areas. (The latter two were previously limited to capital expenditures, making them awkward to implement.) For bike and pedestrian projects, the 2nd cycle program will emphasize gap closures and improving access to transit and other major activity centers. In addition, bike/pedestrian crossings over freeways will be eligible.

  MTC and the Task Force are still in the process of articulating the terms under which the purchase of new transit vehicles should be eligible for this program. MTC and the Task Force agree that one condition of eligibility should be the demonstration of operating funds

for a period of 10 years. This condition will apply to all projects that require operating funds. Because the program focuses on system management projects, additional conditions should limit the program to vehicles that will be used to run services closely tied to a corridor management strategy. To this end, MTC staff has proposed the condition that new buses will be used to run service in HOV lanes or with other system management provisions such as signal pre-empt, freeway ramp meter bypass, etc.. Several Task members have expressed concern that this condition is too restrictive. The question of how best to articulate and evaluate the condition will be discussed further at POC.

- TOS projects will be eligible for funding subject to the conditions outlined in Attachment B. These criteria stem from an exchange of letters between Larry Dahms and Harry Yahata during the past 12 to 18 months. Caltrans and MTC staff are engaged in on-going dialogue related to these conditions, and Caltrans intends to provide a status report to POC in October.

- Based on discussions with the Fund Programming Work Group, MTC staff recommend September 30, 2002 as the obligation deadline. This will help the region manage its obligation authority and will give us flexibility in the last year of TEA-21.

- In Cycle 1, only "high priority" corridor management projects and strategies could be submitted for funding. This is no longer the case. In Cycle 2, MTC staff will work with CMA staff to identify mutually acceptable program emphasis for each corridor. The emphasis areas will provide a means to transition the existing corridor management plans into the second cycle. They will also provide the mechanism for addressing the ability of counties to direct corridor management funds to system rehabilitation if there are no ready corridor management projects suitable for this program. MTC will expect the bid list to reflect the emphasis areas in spirit but will not expect every project in a county's bid list to fit into an identified emphasis area.

- CMAs will assume authority in a number of areas: CMAs may cap the total value of applications submitted by any one jurisdiction as a means of limiting the number of applications; however this technique may not be used to sub-allocate funding within a county. In addition, CMAs may define maximum and minimum levels for individual funding requests.

Next Steps

We should expect to advance the program significantly in September and October as described below:

September

- MTC and CMA staff work together to identify program emphasis areas for each corridor. MTC planning coordinators will be contacting CMA staff shortly to begin this process.

- Make any final adjustments to the criteria and guidelines. Adjustments would be reviewed by POC at the September meeting.

- MTC will develop an application. We are looking into ways to 1) make the applications for the various program more consistent and 2) eliminate labor-intensive data entry at the TIP production stage.

October

- MTC staff will seek approval of the criteria and guidelines for the Corridor Management program as well as the other elements of the STP/ CMAQ program by the Work Program Committee and the Commission.

In addition, because the schedule calls for CMAs to initiate project solicitation in November, we recommend that CMAs wishing to update the corridor management plans, do so in September and October. We ask that CMA staff please keep MTC staff informed of intentions to update the Cycle 1 plans.

Attachment A
Revised Schedule Cycle 2 STP/CMAQ Program
(August 1999)

1999

July - August	-	Develop/ revise procedures and criteria with Partnership committees.
September (week 3/ 4)	-	Finance Committee/ POC review of procedures and criteria
October (weeks 2/ 4)	-	MTC adoption of procedures and criteria (WPC/ Commission) Agreement on county claims of no corridor management needs[1]
November - December	-	CMAs conduct project solicitation for rehab and corridor management elements MTC begins discussion on regional transit projects

2000

January	-	CMAs develop bid lists for rehab and corridor management Regional transit projects due to MTC
January/February	-	Review Customer Service Projects with POC
February (week 1)	-	CMA bid lists due to MTC (rehab and corridor management)
February - March	-	MTC reviews bid lists, swaps STP and CMAQ as necessary Conformity analysis
April (week 2/ 4)	-	Adopt STP/CMAQ Program and amend current TIP (WPC/ Commission) Adopt TLC (to be confirmed)

[1] If Commission or CMA board action must be taken, this should occur no later than October. This assumes staff level discussions occur as procedures and criteria are developed.

Attachment B

Cycle 2 STP/CMAQ Program
Draft Criteria and Guidelines for Corridor Management Element
August 9, 1999

Screening Criteria

1. Project is eligible for STP or CMAQ funding under Federal regulations **and** consistent with the attached list of eligible strategies shown in the attached list. All capital projects requiring operating funds must demonstrate such funds will be available for a period of 10 years.

   TOS projects included in the CMA bid lists will be eligible for funding if the following conditions from the March 22, 1999 letter from Dahms to Yahata are met by December 15, 1999.

   * Caltrans and MTC develop a scope of work for timely use of the $800,000 recently reprogrammed to FY 1999-2000.
   * Caltrans provides information on the status of regional and State funding (approximately $150 million) programmed to date for the TOS/TMC, showing the expenditure status and progress in bringing the projects and field equipment on-line.
   * Caltrans and MTC begin to develop a specific plan for funding the TOS/TMC, based on a clear understanding of the availability of SHOPP funding.

2. Project is included in a corridor management plan developed through a good faith effort and in consultation with MTC. The plans developed for Cycle 1 are considered to meet this criteria.

3. Is consistent with the RTP.

4. Project is on the MTS or significantly benefits operation of the MTS.

5. Funds for the project can be obligated by September 30, 2002.

6. Requested funds result in a fully-funded, financially viable project. The non-federal match is at least 11.5% of the total project cost.

7. Project is well-defined and results in a usable segment.

Programming Guidelines

Funds for corridor management and safety projects will be made available to each of the nine Bay Area counties on a population basis. The CMAs shall use the following principles to develop the program of projects for FY 2000/01 - 2002/03:

1. Each project must pass all the screening criteria.

2. Within each county, the program shall remain discretionary. No CMA shall sub-allocate funds to sub-areas or corridors within the county.

3. Prior to project solicitation, MTC and CMA staff will identify mutually agreeable program emphasis areas for each corridor. The corridor management strategies identified in the cycle 1 corridor management plans and the 1998 RTP will be the starting points for discussions.

   Consistent with the revisions to MTC Resolution No. 3053, rehabilitation may be considered a program emphasis area in corridors for which MTC and the CMA agree that there are no high priority corridor management strategies that are ready for implementation.

   While the CMAs' bid lists should reflect the agreed upon program emphasis areas for the applicable corridors, the lists may include projects outside the framework of the emphasis areas.

4. To the extent possible TCMs should be given priority for CMAQ funding.

5. MTC encourages the CMAs to consider the following regional interests:

   * Projects that enhance goods movement;
   * Priority strategies included in the MTS Arterial Management Strategy;
   * Multi-jurisdictional and multi-modal projects that enable seamless operation of the transportation system.

   Additional consideration may be given to cost effective projects or to those that leverage a high level of non-federal resources.

6. Where there is a lack of consensus among the counties affected by a multi-county project MTC will entertain a process for resolving the differences.

Eligible Corridor Management Strategies

Highways

- Traveler assistance, incident response
- TOS and supplementary surveillance devices (Subject to conditions outlined in guidelines)

Transit/Ridesharing

- HOV lane improvements (e.g. signs, striping)
- HOV bypass on on-ramps
- Park & Ride lots
- Bus pullouts
- Relocated/ enhanced transit stops
- Transit priority systems to improve timed transfers, schedule adherence (e.g. preemption, phasing)
- Real-time traveler information (such as information provided on-board vehicles and at stops & stations)
- Improved productivity tools (e.g. AVL components, implementing timed transfers)
- Earthquake response equipment
- New buses for express service in HOV lanes or service with other system management provisions

Arterials

- Interconnect arterial signals and fwy. ramp meters
- Arterial signal interconnections and upgrades (e.g. SMART streets, Generation 1.5 software)
- Traffic management centers
- Low cost corrections to geometric deficiencies to improve flow, improve interface with highway, transit or freight operations

Bicycle/Pedestrian

- Bike/pedestrian access to transit centers and regionally important activity centers (e.g. bike routes, storage, station access)
- Bike racks on transit
- Gap closures for regionally significant class 1 bike paths and class 2 bike lanes, including freeway crossings (as outlined in the Bay Trail, regional, county, and city bike plans)

Freight

- Weigh-in-motion
- Truck parking areas (e.g. truck residential parking permit programs)
- Access improvements to/within major distribution centers (ports, etc.)

Eligible Safety Strategies

Highways

- Low cost safety improvements, where identified in corridor operational assessment or where highest priority and not addressed in SHOPP (e.g. reflectors, guard rails, signs, geometric corrections, striping)

Transit/Ridesharing

- Railroad crossing protection devices
- Transit security on buses and in stations (capital only)

Arterials

- Intersection enforcement (capital only)
- Low cost safety improvements

Bicycle/Pedestrian

- Low cost bicycle safety improvements (e.g. sidewalk bulbs, widening shoulders, safe drainage grates, signs, striping, crossing protection)
- Pedestrian crossings and crossing protection

Freight

- Railroad crossing protection devices

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Appraisal for TCI-Funded Suisun City-Fairfield Capitol Corridor Station Parking Lot Acquisition and Improvements

In 1996-97, the STA was awarded $591,000 of Transit Capital Improvement funds for the acquisition and construction of additional parking lot improvements for the Suisun-Fairfield Capitol Corridor station. The City of Suisun City has agreed to be the project manager and acquire the site and the STA staff has been working on the requirements necessary to get the funds obligated. An appraisal was completed by the STA in November 1997. However, in order to get these funds obligated prior to the June 30, 2000 CTC deadline, Caltrans has requested the appraisal be updated. The original appraiser is unable to complete the update because of time constraints.

Staff contacted two appraisers in the Suisun-Fairfield area and received the following informal bids:

Garland and Associates	$2,500
Raymond Simonds	$3,000 - $5,000

Based on these proposals, staff recommends that Garland and Associates be retained to conduct the appraisal for $2,500. Attached is the proposal from this firm.

Fiscal Impact

The $2,500 for this appraisal will be paid from the Capitol Corridor project already budgeted in the 1999-00 STA Budget for project development

Recommendation:

Authorize the Executive Director to sign a contract with Garland and Associates to prepare updated appraisal needed to obligate TCI funds for the acquisition and construction of parking improvements with TCI funds for the Suisun City-Fairfield Capitol Corridor Station using project development funds from the Capitol Corridor project.

GARLAND & ASSOCIATES
REAL ESTATE APPRAISERS AND CONSULTANTS

Ronald G. Garland, MAI, SRA
Lena Garland, SRA
Jill Zuerner

August 18, 1999

Mr. Daniel B. Christians
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

Dear Mr. Christians:

In response to our conversation, we are in agreement to provide you with a fair market value appraisal of the approximate 1.55 acre property located on the corners of Ohio and Main Streets in Suisun City, CA also known as Solano County Assessor Parcel Numbers 0030-314-010, 020, 030, and 0032-032-100, 110, 120, 130, 140, 150. This contract letter will outline the conditions of our agreement.

Type of Appraisal

There are two types of appraisals. These appraisals are defined as a complete appraisal and a limited appraisal. The scope of research, confirmation, and analysis in a limited appraisal is less than that of a complete appraisal. A limited appraisal is consequently less reliable than a complete appraisal. In this assignment, Garland and Associates will provide a complete appraisal.

Type of Report

An appraisal report can be categorized as a self-contained appraisal report, summary appraisal report, or a restricted appraisal report. In a self-contained appraisal report, virtually all of the information relating to how the appraiser reached the value conclusion(s) is documented in the report. In a summary appraisal report, this information is merely summarized. In a restricted appraisal report, the information is simply referenced or is not included. Supporting documentation concerning the data, reasoning, and analysis is retained in the appraiser's file. In this assignment, Garland and Associates will provide a summary report.

Purpose of the Appraisal

The purpose of the appraisal is to estimate the fair market value of the fee simple interest in the subject property.

Intended Use and Users of the Appraisal

The intended use of the appraisal is for the basis of acquisition including condemnation. The intended users are the property owners, the Solano Transportation Authority, Caltrans and the Superior Court system.

Corporate Plaza ♦ 1261 Travis Boulevard, Suite 200 ♦ Fairfield, California 94533-4800
Phone: 707/429-8660 ♦ Fax: 707/429-1655

Value(s) to Report
In this assignment the appraisers will estimate the fair market value of the subject property.

Interest Being Appraised
This will be an appraisal of an fee simple interest in the subject property.

Fee/Payment Terms
Our fee for this assignment is $2,500 to be billed at completion of the assignment. We anticipate delivery of the completed reports to be the end of October.

Our fee is predicated on the information provided to us by the client and referenced in this letter. If any unexpected problems are encountered during the course of the engagement, or you request the performance of additional services not contemplated above, we reserve the right to review our fee. In either event, the matter will be discussed with you and if we are authorized to proceed, we are to be reimbursed additionally for such services.

Copies of Report
You will receive three original copies of the appraisal report.

Documents to Be Provided to the Appraisers
Please provide the following information:

- Title report
- Contact person and phone number to access property
- Anything else you feel might be useful

Any other information or additional documents to be considered in this appraisal must be presented to the appraiser prior to the commencement of the assignment.

Definition of Fair Market Value
The Definition of Market Value to be utilized in this appraisal report is "(a) The fair market value of the property taken is the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.
(b) The fair market value of property taken for which there is no relevant method is its value on the date of valuation as determined by any method of valuation that is just and equitable."[1]

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[1]California Civil Code Section 1263.320

General Assumptions and Limiting Conditions

The appraisal will be subject to the following general assumptions and limiting conditions.

- This report is intended to provide a valuation guide to establish a basis for acquisition including condemnation. The intended users are the property owners, the Solano Transportation Authority, Caltrans and the Superior Court system. Garland and Associates does not authorize the use of this appraisal by any other party, or for any other use. Any other parties choosing to utilize this appraisal does so at their own risk, and without the consent of Garland and Associates.

- The projections of costs, income, and expenses for the subject property are not predictions of the future. Rather, these projections are our best estimates of the current market thinking about what future income and expenses will be. The appraiser makes no warranty or representation that these projections will materialize. The real estate market is constantly fluctuating and changing. It is not the appraiser's task to estimate the conditions of a future real estate market. The appraiser can only reflect what the investment community envisions for the future in terms of rental rates, expenses, supply and demand.

- Unless otherwise stated in the report, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the subject property. The appraiser, however, are not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. The value estimates are predicated on the assumption that there is no such material in or on the property which would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.

- Unless specifically set forth in the body of the report, nothing contained herein shall be construed to represent any direct or indirect recommendation of the appraiser to buy, sell, hold, or construct the property appraised at the appraised value. Such decisions involve substantial investment strategy questions and must be specifically addressed in consultation form.

General Assumptions and Limiting Conditions (continued)

- The appraiser assumes the title to the property is marketable, and that there are no defects of title; that the property is free and clear of all liens or encumbrances; and that no opinion relative thereto is rendered or implied.

- No liability is assumed for matters legal in character, and no right or obligation to expert testimony or attendance in court by reason of this appraisal, with reference to the property in question, is included unless arrangements have been previously made.

- Possession of the report, or a copy thereof, does not carry with it the right of publication, nor may it be used for any purposes by any but the principal to whom it is addressed without said principal's previous written consent of the appraiser, and in any event, only with proper qualifications.

- A survey of the property has not been made by an engineer. Any sketches in the report are included to assist the reader in visualizing the property. Land dimensions were taken from available information; no responsibility is assumed for the accuracy of such land dimensions.

- The information furnished by others is believed to be accurate and reliable, but no guarantee is made as to the correctness thereof.

- That neither all nor any parts of the content of the report (especially any conclusions as to value, the identity of the appraiser, or any reference to the Appraisal Institute, or to the MAI or SRA designations) shall be disseminated to the public through any media or to any other parties without prior written consent and approval of the appraiser.

- The appraiser assumes that there are no hidden or unapparent conditions which would influence the value of the subject property.

- Ronald G. Garland is certified by the State of California as a General Real Estate Appraiser. However, the appraiser is not licensed or certified in the fields of building inspection or civil, soils, structural, or environmental engineering. The appraiser believes that the subject property is not adversely impacted by hidden or unapparent conditions relative to these fields, unless otherwise stated within the report.

General Assumptions and Limiting Conditions (continued)

- It is the responsibility of the client to read the report and to inform the appraiser of any errors or omissions of which he/she is aware of prior to utilizing this report or making it available to a third party.

- The client has defined this assignment as a complete appraisal in a summary report format.

The report may include other specific assumptions and limiting conditions which may be determined after the appraiser's inspection of the subject property. If this is the case, I will notify you immediately.

If you agree to the terms of this contract, please sign one copy of this letter and return it to our office and this will serve as our contract.

Sincerely,

Ronald G. Garland, MAI, SRA
CA # AG001662

Approved and Accepted By:

_____

_____
Date

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Dan Christians
RE: City of Rio Vista Application for Transportation for Livable Communities (TLC) Planning Grant

The City of Rio Vista has submitted an excellent application for a Transportation for Livable Communities (TLC) planning grant to MTC. STA staff believes that it is precisely the type of project that the program was intended to promote.

This planning grant will promote pedestrian and bicycle access in downtown Rio Vista , particularly along the waterfront. It will also encourage redevelopment of sites and economic development in the area. The planning process is a community-based effort and expands on the projects recently funded by the STA for the rehabilitation of the adjoining dock and the overlay of Main Street.

Attached is a summary description of the project.

Fiscal Impact

None

Recommendation:

Approve letter of support for City of Rio Vista application for Transportation for Livable Communities Planning Grant

Attachment

Draft

September 8, 1999

Ms. Karen Frick
Metropolitan Transportation Commission
101 Eight Street
Oakland, CA 94607

Re: Support for City of Rio Vista Transportation for Livable Communities Planning Grant

Dear Ms. Frick:

On September 8, 1999, the Solano Transportation Authority supported the application of the City of Rio Vista for a community-based TLC planning grant for their downtown pedestrian "promenade".

This planning effort will directly link with other TEA-21 funded projects in downtown Rio Vista including the $75,000 of enhancements the STA funded for the rehabilitation of the ferry dock at the foot of Main Street, and the overlay of Main Street with STP and STIP funds.

Improvement to the Sacramento River waterfront adjacent to downtown was identified as one of the most significant concerns of Rio Vista residents. The goal of their downtown revitalization effort is to create a specific land use, design, marketing and financing plan for revitalization and economic development of their historic downtown.

This planning grant will address the various land use and pedestrian access issues needed to further their revitalization efforts. We appreciate your consideration of this request and hope it will be funded.

Sincerely,

Rischa Slade
STA Chair

City of Rio Vista Transportation for Livable Communities
Planning Grant Application Summary
September 1, 1999

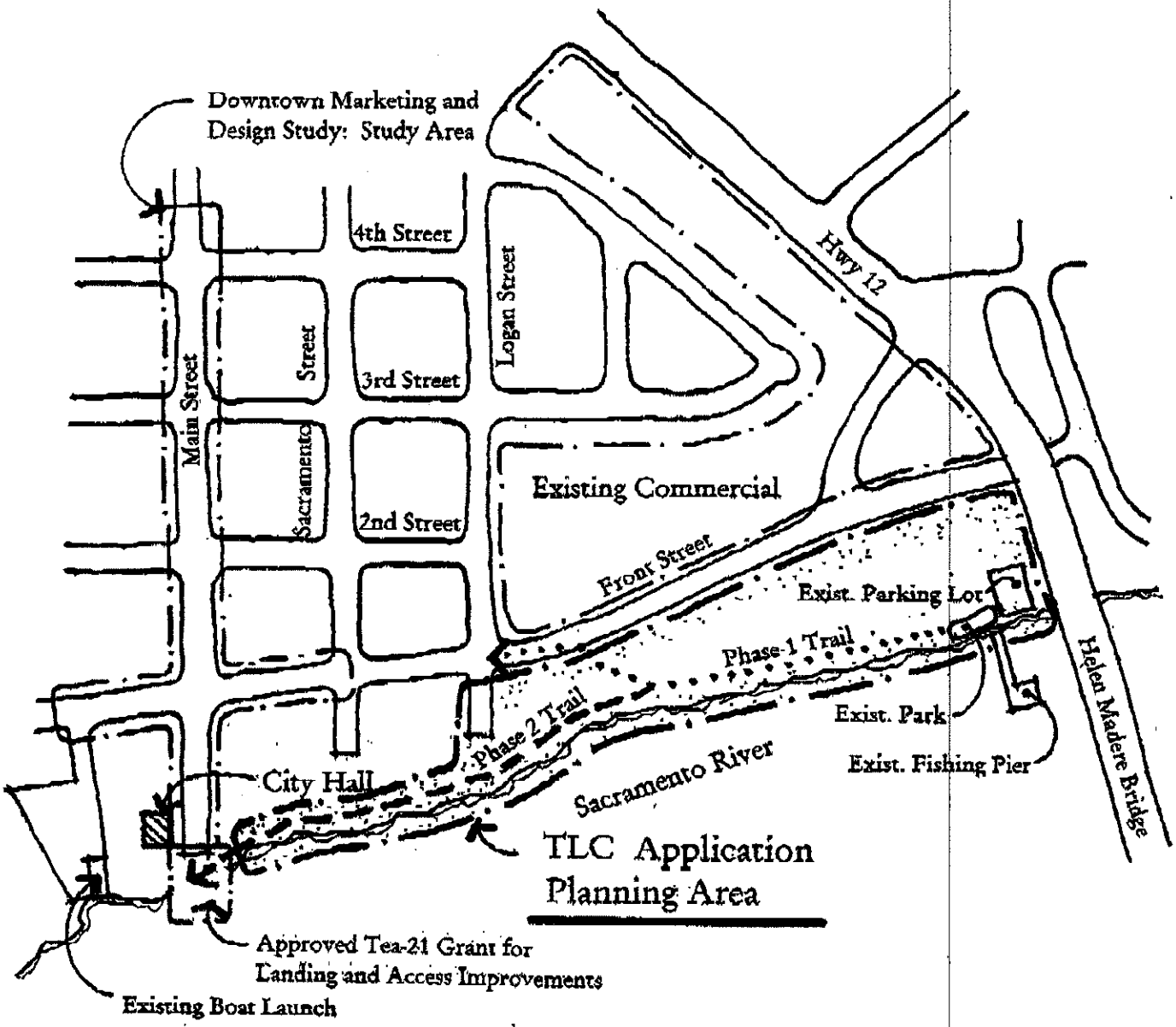
The focus of the planning effort will be the properties fronting the Sacramento River that connect downtown Rio Vista to the waterfront. A riverfront pedestrian path or "promenade" to Main Street will be one of their main objectives, as well as providing shoreline stabilization, a conceptual plan and potential building locations for private development.

This planning effort is community-based and will directly link with other TEA-21 funded projects in downtown Rio Vista including the $75,000 of enhancements the STA funded for the rehabilitation of the ferry dock at the foot of Main Street, and the overlay of Main Street with STP and STIP funds.

The community is currently undertaking a comprehensive update of their General Plan and a Downtown Marketing and Design Plan. During a series of Town Hall meetings, improvement to the Sacramento River waterfront adjacent to downtown was identified as one of the most significant concerns of Rio Vista residents.

The goal of their downtown revitalization effort is to create a specific land use, design, marketing and financing plan for revitalization and economic development of their historic downtown. This planning grant will address the various land use and pedestrian access issues needed to further their revitalization efforts.

The City of Rio Vista is requesting $15,000 of TLC funds and will match it with $5,000 of redevelopment funds plus staff time for project management.



TLC Application Context Map

Figure 1

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Solano County Comprehensive Transportation Plan

Background

One of the primary reasons the Solano Transportation Authority (STA) was formed was to enhance Solano County's ability to plan for its transportation future. The STA's Joint Powers Agreement specifies that one of the responsibilities of the Board is to "develop, adopt and implement county transportation plans" and to "adopt policies and programs for all modes of transportation including but not limited to transit, paratransit, streets and roads, bicycle and pedestrian facilities, bridle paths, airports, marinas, harbors, deep sea channels, and railroads." Development of a Comprehensive Transportation Plan is a primary and collaborative method for the STA to identify transportation needs among competing modes, sets long term priorities and monitor changes to the level of service for each of the modes. Since 1990, Solano County has undertaken the following transportation planning activities:

- 1990 **Multimodal Transportation Plan** (County of Solano Transportation Department)
- 1994 **Solano Rail Facilities Plan** (County of Solano Transportation Department)
- 1995 **Intercity Transit Concept Plan** (County of Solano Transportation Department)
- 1995 **Countywide Bicycle Plan** (and 1997 update) (County of Solano Transportation Department and STA)
- 1997 **Long Range Rail Alignment Report for the I-80 and I-680 Corridors** (STA)
- 1998 **5-Year Intercity Transit Plan** (STA)
- 1998 **Solano Transportation Plan** (STA)
- 1999 **South County Bicycle Plan Update** (STA)
- 1999 **Dixon-Davis Bike Route Project Study Report Update** (STA)
- 1993, 1995, 1997 and 1999 **Solano Congestion Management Program** (County of Solano and STA)

The last effort at a comprehensive transportation plan was developed by the County of Solano nearly 10 years ago and mainly included various intercity transit proposals and a few of the major road and highway projects. There has been very limited comprehensive analysis done on the major arterials, highways, interchanges and freeways in Solano County. Except for the most recent plans (completed since 1996 when the STA became independent from the County of Solano), most of these early plans have become substantially out-of-date and do not reflect the various regional plans, program changes and new funding sources as a result of the federal ISTEA and TEA-21 legislation, the STIP reform bill (SB 45), and the Capitol Corridor Joint Powers Authority. Without a new comprehensive approach to transportation planning in Solano County, our infrastructure will continue to deteriorate

and transportation systems and services will not be available when they are needed. Significant congestion and transportation issues can be identified and addressed with proper forecasting, planning and implementation.

Discussion

Solano County does not currently have a comprehensive transportation plan. The passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and the Transportation Efficiency Act for the 21st Century in 1998 has provided additional federal dollars which are allocated thorough Metropolitan Planning Organizations (MPOs), such as the Metropolitan Transportation Commission (MTC) for the Bay Area. In its role as the MPO for the Bay Area, MTC has placed a much greater importance on the development of coordinated and comprehensive planning through its Regional Transportation Plan (RTP) and the recent development of the Blueprint for the 21st Century. Both of these regional plans involve a substantial amount of data, public outreach, and coordination with all of the various transportation agencies. The RTP states "The Plan attempts to meet the travel needs of this vibrant and diverse region within the confines of a tight budget and in face of a projected 29 per cent increase in population and a 42 per cent increase in jobs by the year 2020." The passage of SB 45 (Kopp) in 1997 transferred from Caltrans to the regional level the prioritization of and allocation of state and federal funding. This has given county transportation agencies (like STA) an increased role in determining the allocation of federal and state funds and determining countywide and regional priorities for Solano County.

Although available funding for transportation funding has increased and Solano County has developed a process for determining transportation priorities through the STA, the impacts on Solano County's transportation system have continued to grow. With its location adjacent to two rapidly growing regions (the Bay Area and Sacramento) and the rapid population and job growth within the county, Solano County's policy makers will be faced with having to make a number of critical transportation policy decisions to address short-term and long-term transportation needs. The development of a Comprehensive Transportation Plan for Solano County will provide the STA, its member agencies and the entire county with the necessary data, issues, transportation options and specific projects to develop solutions to benefit Solano County's present and future.

The 1998 **Solano Transportation Plan** developed in preparation for transportation advisory measure F provides a starting point for development of a Comprehensive Transportation Plan and MTC's development of its next RTP in 2002 provides a logical target date for STA to complete its next phase of planning efforts. This new plan would conduct a comprehensive 20-year needs analysis of all the various modes of transportation and establish phased, long range funding priorities necessary to keep pace with the increasing demand for roads, highways, freeways, buses, passenger rail, ferry services and ridesharing systems. The main purpose and benefits of such a plan is to:

- Provide a 20 year vision for future transportation needs in Solano County.
- Provide for better coordination between different modes.
- Help the STA and its members identify needs, determine the status of various projects and establish short and long range priorities.
- Provide a more comprehensive local context for input into the Regional Transportation Plan, the Blueprint for the 21st century and the development of action and expenditure plans.

- Provide a better context for the importance and value of individual projects.
- Create a better understanding by the STA, its member agencies, partners and the public of the transportation needs and goals for Solano County.

Proposed Planning Process

The STA Transportation Steering Committee, Technical Advisory Committee, Transit Consortium and staff have discussed this plan and collectively propose and recommend that a Solano County Comprehensive Transportation Plan be prepared during the next approximately two and a half years.

The overall proposed planning process is summarized below by fiscal year:

1999-00

During the first part of this year, STA staff would review all available city and county general plans, particularly the land use and circulation elements; the results of the recent modeling efforts; and ABAG Population Projections 2000. We would create a complete library of all transportation plans, major transportation projects, land use, and growth policies of all eight STA member jurisdictions. The recently digitized general plan land use data used for the STA's Countywide Traffic Model update could be graphically displayed and become the database for a future geographic information system. It is hoped that the STA can work with the County of Solano and other agencies to develop a long term database for transportation purposes.

As part of the 1999-00 Priority Projects, the STA has already initiated the update of the Countywide Bicycle Plan and the Transit Consortium is planning to update the Intercity Transit Plan. The update of the countywide traffic model for the year 2020 is also being completed as part of the 1999 CMP update. These are all important components that will directly relate to this planning effort.

It is proposed that the base mapping needed for the entire planning process would be developed during the first year and would be used initially for the bicycle and intercity transit plans This would ensure the consistency and quality of all maps needed for the plan as well as for display and presentation purposes. We would develop a multi-year contract for mapping services that would be implemented during each of the three years.

An "Expenditure Plan" would also be prepared by the spring of 2000 to qualify for the pending ballot measure (State Constitutional Amendment SCA3). Although this component would be completed early in the planning process, it is necessary in order to qualify for the potential half-cent sales tax should SCA3 be passed by the state legislature, receive a majority of the statewide votes and a majority of the Solano County support. Although we would have to prepare a stand-alone expenditure plan quickly for SCA3, it is expected that a more detailed expenditure plan would also be incorporated into the comprehensive transportation plan at the end of the planning process (spring of 2001).

2000-01

The second year would focus on preparing a plan for all major arterials, highways and freeways. The Solano Intercity Rail Facilities Plan, long range light rail plan, and intercity ferry plan would also be

updated and further developed and included as part of a comprehensive transit plan that incorporates buses, rail, and ferry services. The updated traffic model would be used to help evaluate various transportation projects. A final comprehensive transportation plan would then be developed including a list of priorities and an implementation program. The plan would be used to provide direct input on the next comprehensive update of the Regional Transportation Plan (RTP) which is scheduled for preparation during 2001 with completion in 2002.

Public workshops would be scheduled throughout Solano County probably during the late winter or early spring of this fiscal year. We would assess and determine the public support for each of the modes of transportation throughout all portions of Solano County. We could develop an "open house" type of workshop using all types of graphics, maps and projections that would allow the maximum opportunity for public comments.

2001-02

The third fiscal year would be devoted to the final editing, completion of the text, preparation of an executive summary, adoption, printing, distribution and creating large scale graphics depicting all of the major proposals of the plan. The plan and all technical reports would be adopted by the STA Board and a smaller "user friendly" executive summary would be widely distributed through each of the member agencies, various mailing lists and on the STA web page.

Funding

The first year of the planning process is already partially funded. As part of the 1999-00 STA budget, the following Plans/Activities and sources of funding have already been approved and other activities would require further STA Board approval.

Plan/Activity	Funding	Source	Comments
Countywide Bicycle Plan Update	$15,000	Project Develop.	To commence in Sept.
Intercity Transit Plan	$40,000	State Transit Assist.	Transit Consortium
Countywide Traffic Model	$25,000	General Ops.	To be scoped in fall
Expenditure Plan	TBD	Proposed from 1998-99 fund balance	To commence after audit
Mapping	TBD	"	Would commence in spring 2000

TBD – To be determined

The remaining funding for 2000-01 and 2001-02 would come from future year project development activities, additional fund balance and/or special planning grants from MTC or other agencies. At the October Board meeting we plan to develop a more detailed funding strategy.

Next Steps

It is anticipated that the Board's Transportation Steering Committee would oversee the whole planning effort with input from the STA TAC, Intercity Transit Consortium, Bicycle Advisory

Committee, and various public and private partners.

The STA Board will be requested to adopt a complete planning process and funding strategy at the October Board meeting. A more detailed step-by-step planning schedule and budget will be submitted to the STA Board with descriptions of each task, activity and product to be prepared.

Summary

The Solano County Comprehensive Transportation Plan would become a significant planning tool for developing transportation systems and services for the next 20 years and beyond. It will develop increased public dialog on transportation, provide direct input into the Regional Transportation Plan and help prioritize funding opportunities for the next two decades. It will start from where the prior transportation studies left off and develop a new and expanded vision of where Solano County would like to be in the future.

Recommendation: Approve basic process, tasks and products proposed for Solano County Comprehensive Transportation Plan.

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Matt Todd
RE: Blueprint for the 21st Century

The STA has been coordinating Solano County's input into MTC's Blueprint for the 21st Century Plan. As part of this effort, the STA requested our member agencies provide a list of projects/comments by July 16, 1999. Attached is a spreadsheet that contains the list of projects submitted by our member agencies. Due to the summer month meeting schedule and the date of the request for the input from MTC, the STA forwarded six projects to MTC (please see attached letter dated July 22, 1999) to be included in the Blueprint. These projects fell into one of three categories: 1)the project is included in the STA Priority Projects, 2)the project funding is in the 98 STIP, or 3)the project is included in the Regional Ferry Plan.

The STA also received requests to add additional projects that fall outside the context of the STA's previous planning and/or prioritization efforts. These projects were held for discussion at the August SolanoLinks Consortium and STA TAC meetings. By holding these projects for further discussion, the projects may lose some initial review through the regional planning process, but would ensure that all projects submitted from Solano County would gain the benefit of review and approval by the STA Board.

There was a detailed discussion at the Consortium and STA TAC meetings about each of the specific projects that should be submitted for the Blueprint and the types of analysis that will be performed in the Blueprint study process. There was also discussion about the relationship of the Blueprint plan, the Regional Transportation Plan (RTP) and the proposed Solano County Comprehensive Transportation Plan. The MTC planning staff present clarified that inclusion of a project in the Blueprint does not carry the same funding importance of having a project included in the RTP. The primary evaluation emphasis of the Blueprint will be to focus on regional ferry service, regional rail service, and HOV/express bus.

At their meeting, the SolanoLinks Consortium reviewed a list of seven transit projects and recommended five be forwarded to the STA TAC and Board to be included in the Blueprint. The STA TAC reviewed and concurred with the Consortium's recommendation for the five transit projects and supported adding two additional highway projects. It was the consensus of the STA TAC that the remaining projects needed additional study and discussion at the county level (i.e., through the proposed Comprehensive Transportation Planning process) before forwarding it to MTC to be studied in the Blueprint. It should be noted that at the STA TAC, Vallejo requested one of their projects be included with the list of projects submitted (identified as a new "Southern Crossing" into Mare Island). It was the recommendation of the STA TAC (6 to 1 vote, with 1

abstention) to not include the project with those being forwarded to MTC. The additional projects not forwarded can be evaluated as part of the development of a Comprehensive Transportation Plan for Solano County.

Staff has attached a matrix of all the projects submitted and identified a list of those recommended by the STA TAC.

Recommendation

Submit the attached list of STA TAC recommended projects to MTC to be considered in the development of the Blueprint for the 21st Century Plan.

Attachments

Solano Transportation Authority
Blueprint for the 21st Century - Input

Corridor	Project Type	Project Title	Additional Information	Source
SUBMITTED TO MTC JULY 22				
I-80	H	New Lanes on I-80	Vacaville to Dixon portion	Design costs to widen I-80 from 6 to 8 lanes programmed in the 1998 STIP
East-West	H	Highway 12 Improvements I-80 to Rio Vista Bridge		-North Bay East West Corridor Study -HR45 Report -MIS type study to be completed in FY 99-00 on Highway 12 in Solano
I-680	B	Intercity/Express Bus Service on the I-680 Corridor	Service between Fairfield/Vacaville and down the I-680 Corridor	Solano Intercity Transit Concept Plan
I-80	B	Intermodal facilities for Vallejo Ferry Terminal		MTC Ferry Plan Update
I-80	B	Intercity/Express Bus Service on the I-80 corridor	Allows for service beyond "HOV lane express" service and extends the limit of service provision to San Francisco-Sacramento	Solano Intercity Transit Concept Plan (includes baseline of service listed in I-80 Corridor Plan with additional service)
SUBMITTED TO MTC ON JULY 22, FURTHER DISCUSSED AT AUGUST 25 STA TAC				
I-80	H	I-80/I-680/SR-12 Interchange Improvement Project	Project estimates have broken the project into 9 phases	Letter from City of Fairfield dated July 14, 1999

H	Highway
A	Arterial
B	Bus
R	Rail
F	Ferry

NOTE - The STA Board is scheduled to act on the above items on September 8, 1999

Solano Transportation Authority
Blueprint for the 21st Century - Input

Corridor	Project Type	Project Title	Additional Information	Source
DISCUSSED AT THE STA TAC AND TRANSIT CONSORTIUM AUGUST 25, 1999, SUBMITTAL TO MTC RECOMMENDED TO THE STA BOARD				
I-80	F	Full service ferry maintenance facility and fuel farm in Solano County	Upgrade Mare Island maintenance facility to accommodate three or more boats	Will be included in the Vallejo Transit/Baylink Ferry SRTP document update
I-680/I-80 *	R	Light Rail on the Benicia Bridge and Carquinez Bridge		Long Range Rail Alignment Report for the I-80 and I-680 Corridors
I-680/1-80 *	B	Park and Ride Lots along the I-680 and I-80 corridors (new and expansion of existing)	Could include: Curtola and Lemon(Vallejo), Sereno Bus Transfer Center/Park and Ride (Vallejo), Benicia Industrial Park Park and Ride (Benicia)	Additional resources not included in the RTP park and ride line item
I-680/I-80 *	B	Intermodal facilities in Solano County along the I-680 and I-80 corridors	Could include: Downtown Transfer Center (Vallejo), Sereno Bus Transfer Center/Park and Ride (Vallejo)	Include facilities consistent with transit operator SRTPs
I-680/I-80 *	B	Bus/rail transportation improvements related to Mare Island (Vallejo)	Addressing both passenger and freight	Planning document currently underway (source: letter from City of Vallejo).
I-80	H	Interchange improvements on I-80 between the Carquinez Bridge and Highway 37 (through Vallejo) and a review of the addition of HOV lanes	A PSR level study of I-80 between the Carquinez Bridge and Highway 37 (through Vallejo) and improvements incorporated into future funding programs	- City of Vallejo is interested in a PSR level study of I-80 between the Carquinez Bridge and Highway 37 (through Vallejo) and identified improvements incorporated into future funding programs - I-80 Corridor Study reviewed this project

* Project addresses mulitple corridors

H	Highway
A	Arterial
B	Bus
R	Rail
F	Ferry

NOTE - The STA Board is scheduled to act on the above items on September 8, 1999

Solano Transportation Authority
Blueprint for the 21st Century - Input

Corridor	Project Type	Project Title	Additional Information	Source
DISCUSSED AT THE STA TAC AND TRANSIT CONSORTIUM AUGUST 25, 1999, SUBMITTAL TO MTC IS NOT RECOMMENDED				
I-80	A	New expressway route between I-80 and Highway 37 via a new "Southern Crossing" onto Mare Island		Planning Document Pending, under review by a Vallejo city wide transportation plan currently underway.
I-80	A	Phase II of the original Reliever Route Project (now Jepson Parkway)	Capital improvements on Cordelia Road from Highway 12 to I-80/I-680 Interchange	I-80 Reliever Route Plan (circa 1988-89)
I-80	A	Transit Signal preemption system	Additional funds needed to extend this technology to the Vallejo Transit system, supporting programmed federal funds	
I-80	B	Countywide Automatic Vehicle Locator (AVL) system	Provide additional support for programmed federal funds and emergency response program	
I-80	H	New or enhanced corridor between Bay Area and Sacramento that bypasses Fairfield and Vacaville		

H	Highway
A	Arterial
B	Bus
R	Rail
F	Ferry

NOTE - The STA Board is scheduled to act on the above items on September 8, 1999

STA
Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

July 22, 1999

Members:
Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Ashley Nguyen
MTC
101 Eighth Street
Oakland, CA 94607-4700

RE: Blueprint for the 21st Century

Dear Ashley:

Attached is a list of projects from Solano County that the Solano Transportation Authority (STA) is requesting be included in the Blueprint for the 21st Century Plan (Blueprint). The STA will submit additional comments by September 15 for your review as well.

The STA has compiled a list of about 25 project proposals to be included in the Blueprint from our member jurisdictions. At this time, we have included 6 of these projects. The projects listed on the attachment represent the projects that have been identified by the STA Board as priority projects in Solano County.

The remaining projects the STA received for consideration in the Blueprint plan are scheduled to be discussed at the August 25 Solano Technical Advisory Committee (TAC) and the September 8 STA Board meeting. After these discussions, we will forward additional comments and projects. Recommendations from these discussions should be available to MTC by September 15. From your phone conversation with my staff, I understand that this schedule should allow our future comments to be considered in the Blueprint planning process.

Please continue to keep us updated on the Blueprint planning process. The STA is especially interested in the first draft products expected to be released in August. Any information on the schedule of release and comment period is appreciated.

Please call me or Matt Todd of my staff at 707-438-0655 with any questions or comments.

Sincerely,

Daryl K. Halls
Executive Director

Attachment

Solano Transporation Authority
Blueprint for the 21st Century - Input

Proposing Agency(ies)	Corridor	Project Type	Project Title	Additional Information	Source	Contact	Phone #
County of Solano/STA	East-West	H	Highway 12 Improvements I-80 to Rio Vista Bridge		-North Bay East West Corridor Study -HR45 Report -MIS type study to be completed in FY 99-00 on Highway 12 in Solano	Paul Wiess Matt Todd	707-421-6072 707-438-0655
STA	I-680	T	Intercity/Express Bus Service on the I-680 Corridor	Service between Fairfield/Vacaville and down the I-680 Corridor	Solano Intercity Transit Concept Plan	Matt Todd	707-438-0655
County of Solano	I-80	H	New Lanes on I-80	Vacaville to Dixon portion	Design costs to widen I-80 from 6 to 8 lanes programmed in the 1998 STIP	Paul Wiess	707-421-6072
Fairfield	I-80	H	I-80/I-680/SR-12 Interchange Improvement Project		Scope of project under discussion	Ron Hurlbut Morrie Barr	707-428-7493 707-428-7632
Vallejo	I-80	T	Intermodal facilities for Vallejo Ferry Terminal		MTC Ferry Plan Update	Marci Malaster	707-649-3408
Vallejo/STA	I-80	T	Intercity/Express Bus Service on the I-80 corridor	Allows for service beyond "HOV lane express" service and extends the limit of service provision to San Francisco-Sacramento	Solano Intercity Transit Concept Plan (includes baseline of service listed in I-80 Corridor Plan with additional service)	Marci Malaster Matt Todd	707-649-3408 707-438-0655

A	Arterial
F	Ferry
H	Highway
R	Rail
T	Transit Bus

22-Jul-99

STA
Solano Transportation Authority

DATE: August 31, 1999
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Legislative Report

Status of Current Legislation/Deadlines

STA staff has developed a legislative matrix that indicates the current status for legislation previously acted upon by the STA Board. All three state legislative bills currently being monitored by the STA were heard in Assembly Transportation in August. SB 428 (Perata), which would create the Bay Area Ferry Authority, was passed by the committee on a 10 to 7 vote. The bill's next stop will be Assembly Appropriations on September 1, 1999. There has been some recent discussion about making this a two-year bill, but the author has not formally committed to this course of action. SCA 3 (Burton) was passed by Assembly Transportation on August 16. Senate President Pro tem Burton has been working with the Assembly Republicans to address their concerns regarding this item and SB 315, which would place an $8 billion transportation bond on the ballot. A vote on the Assembly floor could happen as early as this week (Aug 30 – Sept 3). AB 872 (Alquist), which would expedite the process for obligation and expenditure of regional and local funds, was re-referred to Senate Appropriations. The California State Legislature is scheduled to recess on September 10, 1999. Governor Gray Davis will have until October 10 to sign or veto legislation passed by the Legislature.

The United States Senate and House of Representatives are scheduled to recess between August 7 and September 7. The House version of the Federal Authorizations Bill, which contains the transit cap amendment, is scheduled for hearing on September 9, 1999.

New Legislation

STA staff analysis and recommendations for one new legislative bill has been provided for your review and discussion.

Recommendations

AB 1012 (Torlakson) – **support.**

Attachments

SOLANO TRANSPORTATION AUTHORITY
LEGISLATIVE REPORT

DATE: August 31, 1999
TO: STA Board
FROM: Daryl K. Halls, Executive Director
SUBJECT: AB 1012 (Torlakson) – Transportation: project delivery.

Summary:

AB 1012 (Torlakson) would amend various sections of the Government Code and Streets and Highways Code aimed at streamlining the process for project delivery within the Department of Transportation (Caltrans). Historically, the State Highway Account (SHA) has had an average cash balance of $500 million. As of January 1, 1999, the SHA had a cash balance in excess of $1.6 billion. The importance of timely project delivery was highlighted this year by the Legislative Analyst's office. Members of the State Legislature, Caltrans and various transportation agencies have expressed their concern regarding California's collective ability to deliver projects and the looming potential for California to leave federal dollars on the table in competition with other states if current funds are not obligated. The author introduced this legislation in response to this emerging issue. Some of the specifics contained in the bill include:

1). Establishment of 4 transportation project delivery advisory teams in certain regions of Caltrans (two in the north and two in the south) to assist the expeditious delivery of transportation projects. Members would be appointed by Caltrans and would include the regional district director, executive director of each county agency responsible for approving submission of its county's state transportation improvement program, and the executive director of the regional or metropolitan transportation planning organization. Additional members would include a representative of local transit districts, a cities' public works director, a county public works director, a member chosen by the Professional Engineers in California Government, a member chosen by the private construction trades, and a member representing private employers.

2). Requiring that each team provide a report containing a list of transportation improvement projects that are of high local, or regional, or both local and regional priority, that could be accelerated by changes in departmental, regional, or local agency programs or procedures, changes in state or local law, or any other strategies that could accelerate implementation of transportation improvements.

4). Requiring Caltrans appoint the chair of and staff a newly created management information system committee and require the committee to develop a plan for a management information system for project monitoring and project delivery purposes.

5). Extending the current four year process, for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to those projects, to six years until June 30, 2003

6). Authorizing the commission to advance unallocated funds in the State Highway Account, in the forms of loans, to transportation planning agencies, county transportation commissions, transit districts, and local transportation authorities for the advancement of projects eligible under the STIP that are included within an adopted RTP.

Affect on Solano County and the STA:

The issue of project delivery is of paramount importance to STA and transportation agencies throughout California. AB 1012 would provide the STA and other transportation agencies the opportunity to work together to develop recommendations to address this collective issue. A focus of the project delivery efforts will be targeted at the monitoring and delivery of federal funds, such as congestion mitigation and air quality program funds (CMAQ). Recent amendments have defined the availability of CMAQ funds as three years from the date of apportionment. Funds that are not obligated would be redistributed by Caltrans to other projects to ensure that California will compete for and receive increased obligation authority during the federal redistribution of obligational authority. This would raise the stakes for the timely delivery of these projects. As the STA/Solano County fully develops its project monitoring program and identifies specific issues and examples of delays to project delivery, the project delivery advisory team identified in AB 1012 could be a forum for resolution of these issues. The STA TAC reviewed this bill on August 25 and recommended support.

Status:

AB 1012 was amended on July 12 and re-referred to the Senate Transportation Committee. This was the fifth time the bill has been amended.

Adopted Positions of Other Agencies:

Support:
Contra Costa Transportation Authority
Metropolitan Transportation Commission
San Bernardino Association of Governments
Associated General Contractors
California Asphalt Pavement Association

Opposed:
None received

Recommendation: Support.

SOLANO TRANSPORTATION AUTHORITY
1999 State and Federal Legislative Matrix

BILL/AUTHOR	SUBJECT	STATUS	POSITION
State Legislation			
AB 872 (Alquist)	Expedites process for obligation and expenditure of regional and local project funds (i.e. STIP).	Bill suspended on August 23. A new hearing date in the Senate Appropriations Committee has not been rescheduled.	Support
SB 428 (Perata)	Creates the San Francisco Bay Water Authority and repeals the authority of MTC to adopt a long-range plan for implementing high speed water transit on the San Francisco Bay	Hearing date of September 1 scheduled in the Assembly Appropriations Committee.	Oppose, unless amended
SCA 3 (Burton)	Transportation Funding: Sales Use Tax. Proposes to add an amendment to the Constitution of the State to impose a statewide sales tax in counties with a transportation plan that also have the support of a majority of voters in that county.	Read for the second time in the Assembly on August 30.	Support
Federal Legislation			
U.S.S 1143 (Shelby R - Alabama)	FY 2000 Transportation Appropriation Bill - Shelby amendment places a 12.5% cap on transit funding to states for transit purposes.	Approved by the Senate Subcommittee on Transportation and Related Agencies on May 27. Senate action on the appropriations bill is expected to occur on September 9.	Oppose

BILL NUMBER: AB 1012 AMENDED
BILL TEXT

AMENDED IN SENATE AUGUST 25, 1999
AMENDED IN SENATE AUGUST 16, 1999
AMENDED IN SENATE JULY 12, 1999
AMENDED IN ASSEMBLY MAY 28, 1999
AMENDED IN ASSEMBLY APRIL 27, 1999
AMENDED IN ASSEMBLY APRIL 8, 1999

INTRODUCED BY Assembly Member Torlakson
(Coauthor: Senator Burton)

FEBRUARY 25, 1999

An act to add Sections 14053, ~~14524.5~~ *14529.01* , 14529.3, 14529.6, and 14529.11 to, and to add and repeal Section 14007.5 of, the Government Code, and to amend Sections 182.6 and 182.7 of the Streets and Highways Code, relating to highways, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 1012, as amended, Torlakson. Transportation: project delivery: funding.

(1) Existing law generally authorizes the Department of Transportation to plan, design, construct, operate, and maintain those transportation systems that the Legislature has made, or may make, the responsibility of the department.

This bill would require the Director of Transportation, until June 30, 2003, to establish 4 transportation project delivery advisory teams in certain regional districts of the department to assist expeditious delivery of transportation projects. Each team would include, at a minimum, the regional district director, the executive director of each agency responsible for approval of each county's submission to the state transportation improvement program, the executive director of the regional or metropolitan transportation planning organization in the regional district, and other members, to be nominated by the entities to be represented not later than a specified date. The bill would require each team to provide a report containing a list of transportation improvement projects that are a high local, regional, or both local and regional priority, that could be accelerated by changes in departmental, regional, or local agency programs or procedures, changes in state or local law, or any other strategies that could be taken to accelerate implementation of transportation improvements. The bill would require the report to be submitted not later than a specified date to the Governor, the Legislature, and specified other persons.

The bill would require the department to appoint the chairperson of, and provide staff support for, a management information system committee consisting of representatives of the California Transportation Commission, the Department of Information Technology, counties, cities, the agencies responsible for approving each county's submission to the state transportation improvement program, and the designated, multicounty regional transportation planning agencies. The bill would require the committee to develop a plan for a management information system for project monitoring and project delivery purposes. The bill would require the plan to include

certain elements relating to project accountability and tracking. The department would be required to submit the plan to the Governor and Legislature not later than a specified date.

(2) Existing law prescribes a 4-year process for estimating the amount of state and federal funds to be available for transportation projects in the state, and for appropriating and allocating the available funds to those projects.

This bill would add ~~a 2-year~~ *an* advance project development element to that process.

(3) Existing law authorizes the department, upon the application of the governing authority of any county, city, or other governmental agency, to perform certain work relating to highways for that authority or agency and accept moneys for that work for deposit in the Treasury to the credit of any state fund that the department designates.

This bill would require that funds received by the department as reimbursement for any work performed by the department under contract or other agreement for any local agency or entity or for any other state agency or state entity *, as specified,* be deposited in the Transportation Reimbursable Work Account which the bill would create in the State Transportation Fund.

The bill would continuously appropriate the money in the account to the department for the purpose of funding the performance of reimbursable work by the department.

The bill would prohibit the department from making expenditures from the account unless the department has determined that it has sufficient resources to complete both the reimbursable project and all projects under the state transportation improvement program in a timely manner.

(4) Existing law requires the funds in the State Highway Account in the State Transportation Fund to be programmed, budgeted, and expended to maximize the use of federal funds based on a specified sequence of priorities. Existing law also requires state operations expenditure amounts of the department for interregional and regional transportation improvement projects to be listed as specified, but states that those amounts, other than those for the acquisition of right-of-way and construction, shall not be subject to allocation by the commission.

Existing law also authorizes a local jurisdiction to advance a project included in the state transportation improvement program to an earlier fiscal year through the use of its own funds. Under these provisions, existing law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the department, and the commission to use its own funds to develop, purchase right-of-way for, and construct a transportation project within its jurisdiction if the project is one that is included in the adopted state transportation improvement program, funded as specified, and pursuant to specified requirements.

This bill would also authorize the commission to advance unallocated funds in the State Highway Account, in the form of loans, to transportation planning agencies, county transportation commissions, transit districts, and local transportation authorities for the advancement of projects eligible under the state transportation improvement program that are included within an adopted regional transportation plan. Thus, by making money in the State Highway Account available for a new purpose, the bill would make an appropriation. The bill also would set forth procedures governing the advancing of these funds and would require the commission to adopt guidelines and procedures governing these provisions not later than specified dates.

The bill would require the commission to begin operation of the

loan program not later than a specified date.

(5) Existing law prohibits projects from being included in the interregional transportation improvement program or a regional transportation improvement program without a complete project study report or a major investment study. Projects included in those transportation improvement programs are considered for incorporation in the state transportation improvement program.

This bill would require the commission to adopt, not later than January 30, 2000, guidelines for a process to expedite compliance with the requirement that a project study report be prepared in order for a project to be considered for inclusion in the state transportation improvement program, as specified.

(6) Existing law requires that all federal and state funds to be allocated by the commission be programmed in accordance with certain formulas.

This bill would require the department to be responsible for closely monitoring the use of federal transportation funds and would provide procedures for monitoring the use of those funds.

(7) The bill would declare that it is to take effect immediately as an urgency statute.

Vote: 2/3. Appropriation: yes. Fiscal committee: yes. State-mandated local program: no.

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

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

(1) The voters at the November 3, 1998, general election passed Proposition 2 to stop future diversion of transportation funds for nontransportation purposes by a 75 percent majority vote, thus indicating overwhelming support for using these funds on needed transportation improvements.

(2) In all of the history of the State Highway Account, in the State Transportation Fund, which is more than 60 years, the cash balance has averaged under five hundred million dollars ($500,000,000).

(3) As of January 1, 1999, the cash balance in the State Highway Account is more than one billion eight hundred million dollars ($1,800,000,000).

(4) There are numerous reasons for this large cash balance.

(5) The people of California who pay for and are dependent on this state's transportation system expect their tax funds to be put to work building, operating, rehabilitating, and maintaining the transportation system.

(6) The people of California do not expect their tax funds to remain deposited in the State Highway Account for years after being collected, where they provide no transportation benefits.

(7) State and local transportation needs are increasing at an accelerating rate as the overall highway and transit system continues to deteriorate rapidly with age, exacerbated by numerous weather, earthquake, and other ravages.

(8) As the state's economy continues its recovery since the mid-1990's, more and more pressure has been put on the transportation system by commerce and the increase in commuter traffic.

(9) The Department of Finance projects another 20 to 25 percent increase in the population that will be trying to use California's already overburdened transportation system over the next 20 years.

(10) In order to bring this cash balance down to a reasonable level, the Department of Transportation desperately needs to update

its internal recruitment, training, labor relations, management, and information management systems to modern standards that reflect current public and private practices and technology.

(11) The Department of Transportation, the California Transportation Commission, regional transportation planning agencies, local transportation commissions, city and county governments, local transit agencies, statewide labor organizations, and businesses and agricultural employers all agree that this cash balance must be used for high priority transportation needs as soon as possible.

(b) Accordingly, it is the intent of the Legislature, by the enactment of this act, to expedite the use of the excessively large cash balance in the State Highway Account and to direct the California Transportation Commission and Department of Transportation to accomplish the tasks necessary to put these taxpayer funds to work at the earliest possible time on needed transportation improvements.

SEC. 2. Section 14007.5 is added to the Government Code, to read:

14007.5. (a) For purposes of this section, "district" means a numbered district of the department.

(b) The director shall establish four transportation project delivery advisory teams, two in northern California districts and two in southern California districts, to assist expeditious delivery of state and local transportation projects. One of the districts selected for the advisory teams shall have a population of less than one million persons, and another selected district shall have a population of less than 750,000 persons.

(c) Each team shall include, at a minimum, all of the following members:

(1) The regional district director.

(2) The executive director of each agency responsible for approval of each county's submission to the state transportation improvement program.

(3) The executive director of the regional or metropolitan transportation planning organization in the regional district.

(4) The following members shall be nominated by the entities to be represented not later than ~~30~~ *60* days after enactment of the act that added this section to the Government Code during the 1999-2000 Regular Session, as follows:

(A) A member representing the local transit districts. In districts with a population of more than one million persons, there shall be two members, one from a local bus operator and one from a regional rail operator.

(B) A member representing the cities in the regional district. This member shall be a city public works director, chosen by the City Selection Committee. In regional districts with populations of more than one million persons, there shall be two members, one from cities with populations of less than 100,000 persons and one from cities with populations of 100,000 persons or more.

(C) A member who shall be a county public works director, chosen by the counties in the regional district.

(D) A member representing the state employee union representing the department's engineering and professional employees responsible for project delivery functions, chosen by the Professional Engineers in California Government.

(E) A member representing the private construction trade unions, jointly nominated by the Laborers and Operating Engineers unions.

(F) A member of an association that represents private employers, selected by the director, in consultation with the business groups in the district.

(d) The project delivery advisory teams shall hold their initial

meeting not later than ~~60~~ *90* days after enactment of the act that added this section to the Government Code during the 1999-2000 Regular Session.

(e) Staff support for the project delivery teams shall be made available by the department and the local agencies responsible for submissions to the regional transportation improvement program and the state transportation improvement program.

(f) The district director shall act as team coordinator of each project delivery team for the purpose of setting meetings, making announcements, producing written materials, and providing logistics.

(g) All financial support of the project delivery teams shall be made available from existing planning, programming, and design resources, and other resources currently available to team members.

(h) (1) Notwithstanding Section 7550.5, each project delivery advisory team shall complete reports containing, but not limited to, a list of transportation improvement projects that are a high local, regional, or both local and regional, priority that could be significantly accelerated through any or all of the following:

(A) Changes in departmental, regional, or local agency programs, management, personnel, procedures, guidelines or any other actions relating to operation of those agencies.

(B) Changes in local or state law, procedures, regulations, or guidelines.

(C) Granting of new authority with the intent of accelerating project delivery.

(D) Any other new, creative strategies that could reasonably be taken on a regional district or statewide basis to accelerate implementation of needed transportation improvements.

(2) Each project delivery advisory team, within 180 days after its initial meeting, shall deliver copies of its final report to the Governor, the secretary, the director, the chairperson of the commission, and the Chairperson of the Transportation Policy Committees of both houses of the Legislature. One report shall be provided to each of the state legislators representing the regional district.

(i) This section shall become inoperative on June 30, 2003, and, as of January 1, 2004, is repealed, unless a later enacted statute, which is enacted before January 1, 2004, deletes or extends the dates on which it becomes inoperative or is repealed.

SEC. 3. Section 14053 is added to the Government Code, to read:

14053. (a) It is the intent of the Legislature, in enacting this section, to establish an advisory body that, among other things, develops recommendations on ways to upgrade and modernize the data automation system within the department in a manner that enables the department to track the status of specific transportation projects and closely monitor the use of federal transportation funds, and includes other features that foster efficiencies in the delivery of transportation projects in this state.

(b) (1) The department shall appoint the chairperson of, and provide staff support for, a management information system committee consisting of representatives from all of the following:

(A) The commission.

(B) The Department of Information Technology.

(C) Counties.

(D) Cities.

(E) Agencies responsible for approving each county's submission to the state transportation improvement program.

(F) Designated, multicounty regional transportation planning agencies.

(2) The committee shall develop a plan for a management

information system for project monitoring and project delivery purposes. The plan shall specifically deal with the issue of closely monitoring the use of federal transportation funds, including, but not limited to, those funds that are made available through the federal Regional Surface Transportation Program and the federal Congestion Management and Air Quality program to ensure full and timely use of those funds under subdivision (i) of Section 182.6 of, and subdivision (f) of Section 182.7 of, the Streets and Highways Code. The plan shall include, but need not be limited to, all of the following elements:

(A) A report listing the data that would be required to provide necessary project accountability and tracking, including, but not limited to, requirements for specific project identification, budgeting, scheduling, milestone reporting, expenditures, and progress reports.

(B) A report on the anticipated costs of building and operating the system.

(C) A description of an appropriate procurement process that is outside of the state procurement process.

(D) An organization and operation plan that provides for joint management, ownership, and operation by the department and local agencies.

(E) Any other information necessary for anticipating and effectively managing project delivery issues in an expeditious manner so as to promote project delivery in advance of published schedules.

(c) The plan shall be for a system designed to reflect the diverse constituency of agencies that may need access to the system, including, but not limited to, regional transportation planning agencies, self-help sales tax authorities, local cities and counties, transit districts, and other recipients of funds under the state transportation improvement program.

(d) The plan shall consider one or more models for implementing the system in each county or region of the state. The model shall be appropriate for use in rural or urban districts.

(e) The plan shall provide for development by the committee of protocols regarding input and maintenance of the management information system and for approval of those protocols by the department.

(f) (1) Not later than ~~December 31, 1999~~ *March 31, 2000* , the department shall submit to the Governor and the Legislature a progress report regarding current efforts by the department to improve its management information system capability and regarding development of the plan. The report shall include, but need not be limited to, an estimated completion date for the comprehensive data management system and a timetable for the interim steps that the department will take to provide the information necessary to satisfy the project monitoring requirements under Chapter 622 of the Statutes of 1997 and under the federal Transportation Equity Act for the 21st Century (Public Law 105-178) until the comprehensive data management system is operational.

(2) Not later than ~~July~~ *October* 1, 2000, a draft of the plan shall be circulated to interested parties for review and comment.

(3) Not later than ~~November 1, 2000~~ *February 1, 2001* , the committee shall submit the final plan to the Legislature.

~~SEC. 4. Section 14524.5 is added to the Government Code, to read:~~

~~14524.5. (a) It is the intent of the Legislature to facilitate project development work on needed transportation projects to produce~~

~~a steady flow of construction projects by adding a two-year advance project development element to the state transportation improvement program process, extending two years beyond the fund estimate, beginning with the fund estimate for the year 2000.~~

~~(b) The two-year advance project development element shall be dedicated to funding only planning, project study reports, cost estimates, environmental, preliminary, and final engineering, right-of-way engineering, and associated project development activities.~~

~~(c) The portion of the fund estimate for the two-year advance project development element may not be more than one-third of the funds estimated to be available for the first and second years of the following state transportation improvement program cycle, subject to the formula required under Section 188 or 188.8 of the Streets and Highways Code.~~

~~(d) The department, transportation planning agencies, and county transportation commissions may nominate projects for inclusion on the advance project development list to the commission through submission of the regional transportation improvement program and the interregional transportation improvement program.~~

~~(e) The funds programmed under the two-year advance project development element may be expended during the current state transportation improvement program cycle.~~

~~(f) Not later than September 1, 2002, the commission shall report to the Governor and the Legislature on whether the addition of the two-year project development element described in subdivision (a) has proven effective in producing a steady, deliverable stream of projects and whether addition of that element has resulted in any detrimental effects on the state's transportation system. The report shall also include an evaluation of the impacts of reserving one-third of projected revenues for project development work.~~

~~(g) The commission may develop guidelines to implement this section.~~

SEC. 4. Section 14529.01 is added to the Government Code, to read:

14529.01. (a) It is the intent of the Legislature to facilitate project development work on needed transportation projects to produce a steady flow of construction projects by adding an advance project development element to the state transportation improvement program, beginning with the 2000 State Transportation Improvement Program.

(b) The advance project development element shall include only project development activities for projects that are eligible for inclusion in a state transportation improvement program.

(c) The fund estimate for each state transportation improvement program shall designate an amount to be available for the advance project development element, which shall be not more than 25 percent of the programmable resources estimated to be available for the first and second years following the period of the state transportation improvement program, subject to the formulas in Sections 188 and 188.8 of the Streets and Highways Code.

(d) The department, transportation planning agencies, and county transportation commissions may nominate projects to the commission for inclusion in the advance project development element through submission of the regional transportation improvement program and the interregional transportation improvement program.

(e) The funds programmed in the advance project development element may be allocated within the period of the state transportation improvement program without regard to fiscal year.

(f) Not later than September 1, 2002, the commission shall report

to the Governor and the Legislature on the impact of adding the advance project development element described in subdivision (a) with the funding level described in subdivision (c). The report shall evaluate whether the element has proven effective in producing a steady, deliverable stream of projects and whether addition of the element has resulted in any detrimental effects on the state's transportation system.

(g) The commission may develop guidelines to implement this section.

SEC. 5. Section 14529.3 is added to the Government Code, to read:

14529.3. (a) Funds received by the department as reimbursement for any work *authorized by the Legislature through the annual budget process to be* performed by the department under contract or other agreement for any local agency or entity or for any other state agency or state entity shall be deposited in the Transportation Reimbursable Work Account which is hereby created in the State Transportation Fund.

(b) Notwithstanding Section 13340 of the Government Code and without regard to fiscal years, the money in the account is hereby continuously appropriated to the department for the purpose of funding the performance of reimbursable work by the department.

(c) The department may not make expenditures from the account unless the department has determined that it has sufficient resources to complete both the reimbursable project and all projects under the state transportation improvement program in a timely manner.

SEC. 6. Section 14529.6 is added to the Government Code, to read:

14529.6. (a) (1) Notwithstanding any other provision of law, the commission may advance unallocated funds in the State Highway Account, in the form of loans, to transportation planning agencies, county transportation commissions, transit districts, city and county governments, and local transportation authorities for the advancement of projects eligible under the state transportation improvement program that are included within an adopted regional transportation plan.

(2) No application for a loan may be approved under this section for an agency that is not the approving authority for the county's submission to the state transportation improvement program unless the agency applies jointly with the approving authority.

(b) When considering loan applications, the commission shall ensure that all of the following conditions are met:

(1) Projects shall comply with the environmental impact report certification requirements of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) and associated rules and regulations, and have prepared an environmental impact report under that act.

(2) Total project costs shall be greater than ten million dollars ($10,000,000). In counties with populations of less than 500,000 persons, the commission may waive this requirement if 50 percent of a county's share for the current county share period made under Section 188.8 of the Streets and Highways Code is equal to or greater than the amount of project costs to be loaned.

(3) A fiscal assessment of the applicant's ability to repay a loan shall be made by an independent fiscal consultant selected by the applicant from a pre-qualified list of fiscal consultants approved jointly by the department and the commission. The department shall make a recommendation to the commission based on the analysis conducted by the independent fiscal consultant regarding each specific loan. Costs incurred for this assessment shall be paid by

the applicant.

(4) The maximum amount of funds that may be loaned to any single county in any single loan for one or more projects shall be not more than 50 percent of the most recent regional-choice funding allocation made pursuant to Section 188.8 of the Streets and Highways Code, in an amount of not more than one hundred million dollars ($100,000,000).

(5) Loan repayments shall be made in cash from nonstate sources.

(6) Loans shall be repaid within four years from the date the loan is made.

(7) If a default occurs, 100 percent repayment of the principal and interest, plus a penalty charge of 5 percent of the outstanding principal, shall be required in the form of a reduction in the county's next allocation of county share funding made under Section 188.8 of the Streets and Highways Code. If that reduction is not sufficient to pay the principal, interest, and penalty due, further reduction shall be made from subsequent allocations until the outstanding amount is paid in full. Additionally, the defaulting county shall be ineligible for regional choice fund programming made under Section 188.8 of the Streets and Highways Code until the outstanding amount is paid in full.

(8) Interest rates on loans shall be set at the rate paid on money in the Pooled Money Investment Account during the period of time that the money is loaned.

(9) The commission shall approve or disapprove all loan applications not more than 30 days after the application is submitted.

(10) When approved by the commission, the money for the loan shall be transmitted by the department directly to the applicant not later than 30 days after approval.

(11) The total amount of outstanding loans approved under this program may not exceed five hundred million dollars ($500,000,000) at any one time.

(12) All payments on the principal of any loan plus interest or penalties paid shall be deposited in the State Highway Account.

(13) The department shall require in writing that projects funded under this section be under construction not later than six months after the date the loan funds are transmitted. If the project is not under construction on or before the date set by the department under this paragraph, the department shall require that the loan be paid back, with interest, not later than 10 days after the department notifies the recipient that repayment is due.

(c) The loan program created under this section shall automatically commence on a first-come, first-served basis whenever the State Highway Account cash balance exceeds four hundred million dollars ($400,000,000) and shall be suspended whenever the commission determines that moneys in the State Highway Account will reach a cash balance of less than four hundred million dollars ($400,000,000), based on historical experience, the need for state matching funds, and anticipated contractual needs, except that the commission may terminate the program at any time it deems termination to be the most prudent course of action. For purposes of informing potential loan applicants of the availability of funds to be loaned, the commission shall adopt, on January 15 and July 15 of each year, projections regarding the availability of funds to be loaned and the period of time during which funds will be available. The department shall report to the commission prior to each projection regarding the cash-flow needs of the state transportation improvement program for the following six months.

(d) Prior to loan approval, local agencies shall certify that other resources are not available to fund the project for which the

loan is requested and that the agency does not intend to create an indirect arbitrage situation.

(e) Not later than ~~90~~ *120* days from the effective date of the act that added this section during the 1999-2000 Regular Session, the commission, in consultation with the ~~department and interested applicants, shall develop and adopt a uniform loan agreement package in order to implement and expedite the loan program described in this section. The package shall describe loan repayment~~ *department and interested parties, shall propose guidelines and procedures to implement and expedite the loan program established under this section.*

(f) Not later than 180 days from the effective date of the act that added this section during the 1999-2000 Regular Session, the commission, after a public hearing, shall adopt a uniform loan agreement package, including guidelines and implementation procedures, and shall begin operation of the loan program. The uniform loan agreement package shall describe loan repayment options, and all other terms and conditions necessary to protect the public interest as well as expedite the availability of funds for needed transportation improvements in the state. The commission shall make available to all interested parties the loan agreement associated with every specific loan made under this section for a period of 30 days prior to approval of those loans by the commission.

~~(f)~~

(g) The commission shall recommend to the Governor and the Legislature any suggested changes in the dollar limits required under subdivision (c) and any proposed solutions to any other issues relating to the program's impact on expediting delivery of transportation projects.

~~(g) Not later than 120 days from the effective date of the act that added this section during the 1999-2000 Regular Session, the commission shall propose guidelines and procedures to implement this section and, after a public hearing, shall adopt those rules. The commission shall begin operation of the loan program not later than 180 days from the effective date of the act that added this section during the 1999-2000 Regular Session.~~

SEC. 7. Section 14529.11 is added to the Government Code, to read:

14529.11. (a) In order to assist in the delivery of high-priority transportation projects, as determined by the commission, or advance project development work, the commission shall adopt, not later than January 30, 2000, guidelines for an expedited process through which projects may comply with the requirement that a project study report be prepared in order for a project to be considered for inclusion in the state transportation improvement program. The expedited compliance process may be initiated whenever the commission finds it to be in the public interest.

(b) The guidelines required under subdivision (a) shall be developed in consultation with the department, the county agencies responsible for submission of projects for inclusion in the state transportation improvement program, and regional transportation planning agencies.

(c) The guidelines developed by the commission shall require that any request for use of the expedited compliance process be approved by the county agency responsible for submission of projects for inclusion in the state transportation improvement program and that each county approval be reviewed and approved by the department

before being considered by the commission.

SEC. 8. Section 182.6 of the Streets and Highways Code is amended to read:

182.6. (a) Notwithstanding Sections 182 and 182.5, Sections 188, 188.8, and 825 do not apply to the expenditure of an amount of federal funds equal to the amount of federal funds apportioned to the state pursuant to that portion of subsection (b)(3) of Section 104, subsections (a) and (c) of Section 157, and subsection (d) of Section 160 of Title 23 of the United States Code which is allocated within the state subject to subsection (d)(3) of Section 133 of that code. These funds shall be known as the regional surface transportation program funds. The department, the transportation planning agencies, the county transportation commissions, and the metropolitan planning organizations may do all things necessary in their jurisdictions to secure and expend those federal funds in accordance with the intent of federal law and this chapter.

(b) The regional surface transportation program funds shall be apportioned by the department to the metropolitan planning organizations designated pursuant to Section 134 of Title 23 of the United States Code and, in areas where none has been designated, to the transportation planning agency designated pursuant to Section 29532 of the Government Code. The funds shall be apportioned in the manner and in accordance with the formula set forth in subsection (d)(3) of Section 133 of Title 23 of the United States Code, except that the apportionment shall be among all areas of the state. Funds apportioned under this subdivision shall remain available for three years from the date of apportionment.

(c) Where county transportation commissions have been created by Division 12 (commencing with Section 130000) of the Public Utilities Code, all regional surface transportation program funds shall be further apportioned by the metropolitan planning organization to the county transportation commission on the basis of relative population.

In the Monterey Bay region, all regional surface transportation program funds shall be further apportioned, on the basis of relative population, by the metropolitan planning organization to the regional transportation planning agencies designated under subdivision (b) of Section 29532 of the Government Code.

(d) The applicable metropolitan planning organization, county transportation commission, or transportation planning agency shall annually apportion the regional surface transportation program funds for projects in each county, as follows:

(1) An amount equal to the amount apportioned under the federal-aid urban program in federal fiscal year 1990-91 adjusted for population. The adjustment for population shall be based on the population determined in the 1990 federal census except that no county shall be apportioned less than 110 percent of the apportionment received in the 1990-91 fiscal year. These funds shall be apportioned for projects implemented by cities, counties, and other transportation agencies on a fair and equitable basis based upon an annually updated five-year average of allocations. Projects shall be nominated by cities, counties, transit operators, and other public transportation agencies through a process that directly involves local government representatives.

(2) An amount not less than 110 percent of the amount that the county was apportioned under the federal-aid secondary program in federal fiscal year 1990-91, for use by that county.

(e) The department shall notify each metropolitan planning organization, county transportation commission, and transportation planning agency receiving an apportionment under this section, as soon as possible each year, of the amount of obligation authority

estimated to be available for program purposes. The metropolitan planning organization and transportation planning agency, in cooperation with the department, congestion management agencies, cities, counties, and affected transit operators, shall select and program projects in conformance with federal law. The metropolitan planning organization and transportation planning agency shall submit its transportation improvement program prepared pursuant to Section 134 of Title 23 of the United States Code to the department for incorporation into the state transportation improvement program not later than August 1 of each even-numbered year beginning in 1994.

(f) Not later than July 1 of each year, the metropolitan planning organizations, and the regional transportation planning agencies, receiving obligational authority under this article shall notify the department of the projected amount of obligational authority that each entity intends to use during the remainder of the current federal fiscal year, including, but not limited to, a list of projects that will use the obligational authority. Any federal obligational authority that will not be used shall be redistributed by the department to other projects in a manner that ensures that the state will continue to compete for and receive increased obligational authority during the federal redistribution of obligational authority. If the department does not have sufficient federal apportionments to fully use excess obligational authority, the metropolitan planning organizations or regional transportation planning agencies relinquishing obligational authority shall make sufficient apportionments available to the department to fund alternate projects, when practical, within the geographical areas relinquishing the obligational authority. Notwithstanding this subdivision, the department shall comply with subsections (d)(3) and (f) of Section 133 of Title 23 of the United States Code.

(g) A regional transportation planning agency that is not designated as, nor represented by, a metropolitan planning organization with an urbanized area population greater than 200,000 pursuant to the 1990 federal census may exchange its annual apportionment received pursuant to this section on a dollar-for-dollar basis for nonfederal State Highway Account funds, which shall be apportioned in accordance with subdivision (d).

(h) (1) If a regional transportation planning agency described in subdivision (g) does not elect to exchange its annual apportionment, a county located within the boundaries of that regional transportation planning agency may elect to exchange its annual apportionment received pursuant to paragraph (2) of subdivision (d) for nonfederal State Highway Account funds.

(2) A county not included in a regional transportation planning agency described in subdivision (g), whose apportionment pursuant to paragraph (2) of subdivision (d) was less than 1 percent of the total amount apportioned to all counties in the state may exchange its apportionment for nonfederal State Highway Account funds. If the apportionment to the county was more than 31/2 percent of the total apportioned to all counties in the state, it may exchange that portion of its apportionment in excess of 31/2 percent for nonfederal State Highway Account funds. Exchange funds received by a county pursuant to this section may be used for any transportation purpose.

(i) The department shall be responsible for closely monitoring the use of federal transportation funds, including regional surface transportation program funds to assure full and timely use. The department shall prepare a quarterly report for submission to the commission regarding the progress in use of all federal transportation funds. The department shall notify the commission and the appropriate implementation agency whenever there is a failure to

use federal funds within three years of apportionment.

(j) The department shall provide written notice to implementing agencies when there are six months remaining within the three-year apportionment period established under subdivision (b) of this section.

(k) If an implementing agency submits a written request to the department, the department may authorize the implementing agency to retain the federal transportation funds for not more than six months beyond the three-year apportionment period established under subdivision (b) of this section.

(l) If funds made available under this section have not been used by an implementing agency within three years of apportionment and the implementing agency has not submitted an application for extension under subdivision (k), the commission shall redirect those funds for use on other transportation projects in the state.

SEC. 9. Section 182.7 of the Streets and Highways Code is amended to read:

182.7. (a) Notwithstanding Sections 182 and 182.5, Sections 188, 188.8, and 825 do not apply to the expenditure of an amount of federal funds equal to the amount of federal funds apportioned to the state pursuant to subsection (b)(2) of Section 104 of Title 23 of the United States Code. These funds shall be known as the congestion mitigation and air quality program funds and shall be expended in accordance with Section 19 of Title 3 of the United States Code. The department, the transportation planning agencies, and the metropolitan planning organizations may do all things necessary in their jurisdictions to secure and expend those federal funds in accordance with the intent of federal law and this chapter.

(b) The congestion mitigation and air quality program funds, including any funds to which subsection (c) of Section 110 of Title 23 of the United States Code, as added by subdivision (a) of Section 1310 of Public Law 105-178, applies, shall be apportioned by the department to the metropolitan planning organizations designated pursuant to Section 134 of Title 23 of the United States Code and, in areas where none has been designated, to the transportation planning agency established by Section 29532 of the Government Code. The funds shall be apportioned to metropolitan planning organizations and transportation planning agencies responsible for air quality conformity determinations in federally designated air quality nonattainment and maintenance areas within the state in the manner and in accordance with the formula set forth in subsection (b)(2) of Section 104 of Title 23 of the United States Code. Funds apportioned under this subdivision shall remain available for three years from the date of apportionment.

(c) Notwithstanding subdivision (b), where county transportation commissions have been created by Division 12 (commencing with Section 130000) of the Public Utilities Code, all congestion mitigation and air quality program funds shall be further apportioned by the metropolitan planning organization to the county transportation commission on the basis of relative population within the federally designated air quality nonattainment and maintenance areas after first apportioning to the nonattainment and maintenance areas in the manner and in accordance with the formula set forth in subsection (b)(2) of Section 104 of Title 23 of the United States Code.

In the Monterey Bay region, all congestion mitigation and air quality improvement program funds shall be further apportioned, on the basis of relative population, by the metropolitan planning organization to the regional transportation planning agencies designated under subdivision (b) of Section 29532 of the Government Code.

(d) The department shall notify each metropolitan planning

organization, transportation planning agency, and county transportation commission receiving an apportionment under this section, as soon as possible each year, of the amount of obligational authority estimated to be available for expenditure from the federal apportionment. The metropolitan planning organizations, transportation planning agencies, and county transportation commissions, in cooperation with the department, congestion management agencies, cities and counties, and affected transit operators, shall select and program projects in conformance with federal law. Each metropolitan planning organization and transportation planning agency shall, not later than August 1 of each even-numbered year beginning in 1994, submit its transportation improvement program prepared pursuant to Section 134 of Title 23 of the United States Code to the department for incorporation into the state transportation improvement program.

(e) Not later than July 1 of each year, the metropolitan planning organizations and the regional transportation planning agencies receiving obligational authority under this section, shall notify the department of the projected amount of obligational authority that each entity intends to use during the remainder of the current federal fiscal year, including, but not limited to, a list of projects that will use the obligational authority. Any federal obligational authority that will not be used shall be redistributed by the department to other projects in a manner that ensures that the state will continue to compete for and receive increased obligational authority during the federal redistribution of obligational authority. If the department does not have sufficient federal apportionments to fully use excess obligational authority, the metropolitan planning organization or transportation planning agency relinquishing obligational authority shall make sufficient apportionments available to the department to fund alternate projects, when practical, within the geographical areas relinquishing the obligational authority. Notwithstanding this subdivision, the department shall comply with subsection (f) of Section 133 of Title 23 of the United States Code.

(f) The department shall be responsible for closely monitoring the use of federal transportation funds, including congestion management and air quality funds to assure full and timely use. The department shall prepare a quarterly report for submission to the commission regarding the progress in use of all federal transportation funds. The department shall notify the commission and the appropriate implementation agency whenever there is a failure to use federal funds within three years of apportionment.

(g) The department shall provide written notice to implementing agencies when there are six months remaining within the three-year apportionment period established under subdivision (b) of this section.

(h) If an implementing agency submits a written request to the department, the department may authorize the implementing agency to retain the federal transportation funds for not more than six months beyond the three-year apportionment period established under subdivision (b) of this section.

(i) If funds made available under this section have not been used by an implementing agency within three years of apportionment and the implementing agency has not submitted an application for extension under subdivision (h), the commission shall redirect those funds for use on other transportation projects in the state.

SEC. 10. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order to expedite, as soon as possible, the use of the excessively large cash balance in the State Highway Account in the State Transportation Fund and to direct the California Transportation Commission and Department of Transportation to accomplish the tasks necessary to put these taxpayer funds to work at the earliest possible date on needed transportation improvements, it is necessary that this act take effect immediately.

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Matt Todd
RE: Draft Project Monitoring Program

The STA is in the process of developing a Project Monitoring Program to ensure that the over 150 projects recently programmed in Solano County are tracked and their obligation deadlines met. The goal is to obligate and construct all the programmed projects and not lose any funds due to missed deadlines. The successful and timely completion of these projects will maximize the funding Solano County has received, improve the transportation system, and place Solano County in a strong position for future funding cycles. The program has been broken into three components.

1. **The Process** – The process for the development of the Project Monitoring Program is proposed as follows:

    a. Collect project information from sponsoring agencies.
    b. Formalize the initial project monitoring spreadsheets with the Consortium and STA TAC.
    c. Evaluate the ability to deliver projects within the timeframes of obligation.
    d. Develop a project consultant assistance program.
    e. Develop a process to address non-compliance with obligation deadlines.
    f. STA TAC and STA Board approval of the Project Monitoring Program.
    g. Implement the Project Monitoring Program.

2. **Collection of Project Information** - Staff has created the attached spreadsheets which contain a listing of the projects programmed to each jurisdiction, the obligation date of these projects, and columns to be completed by sponsors for project status, proposed obligation dates, and construction information. Staff proposes that initially the information on these spreadsheets be updated every three months. It may be necessary to increase the frequency of these updates if project delivery is slipping. The process will rely on comprehensive information from the project sponsor, as well as oversight and timely use of the information by STA staff and the participating agencies.

    Staff has requested that each agency supply the information for the project Status, Proposed Obligation Date, and Construction Begins/Ends columns for their projects to the STA by September 8 (the day of the STA Board meeting). The revised spreadsheets will be available in the September STA TAC and October STA Board packet. Each agency has also been asked to complete a questionnaire concerning project delivery.

3. **Consultant Assistance Proposal** – Two agencies have inquired about assistance to obligate their projects by the deadline requirements. STA staff can assist these agencies by coordinating consultant assistance for this purpose. STA staff proposes to coordinate a meeting of the agencies interested in consultant assistance in September. The first step will be to identify the needs of the interested agencies and determine the type of assistance needed. Completion of the questionnaire will assist STA staff in determining the level of interest in this proposal.

Recommendation
For information only

Attachments

Agency: _____

PROJECT MONITORING PROGRAM QUESTIONAIRE

Who will be the lead staff contact for your agencies project monitoring efforts?

Name: _____
Title: _____
Address: _____
_____
Phone: _____
Fax: _____
Email: _____

1. Will your agency be able to deliver your programmed projects by the date indicated on the Project Monitoring Program report (attached)?

   YES ____ NO ____

2. Does your agency need project consultant assistance to deliver your program of projects within the specified obligation dates?

   YES ____ NO ____

   2a. If yes, is your agency interested in participating with the STA and other member agencies in obtaining consultant assistance to obligate your agencies program of projects?

   YES ____ NO ____

Please include your agencies Project Monitoring Program sheets with the Status, Proposed Obligation Date, and Construction Begins/Ends columns completed.

Solano Transportation Authority - Project Monitoring Program

CITY OF BENICIA

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Benicia	Construct bike bridge from Columbus Parkway/Rose Drive across I-780 to Benicia	$ 15	TDA Article 3	$ 50	June 30, 2000			
Benicia	Park Road overlay from Adams Street to Elm Street	$ 80	RTIP	$ 80	June 30, 2000			
Benicia	Chelsea Road	$ 52.7	STP-G	$ 59.7	September 30, 2000			
Benicia	1 Bus	$ 198.0	STP-D	$ 223.9	September 30, 2000			
Benicia	3 Buses, rehabilitation	$ 317.0	STP-G	$ 358.0	September 30, 2000			
Benicia	Park Road overlay from Adams Street to Elm Street	$ 490	RTIP	$ 490	June 30, 2001			
Benicia	Lighted Crosswalk at Military West	$ 26.0	STP	$ 30.0	September 30, 2001			
Benicia	Install new traffic signal at intersection of East Second Street and the I 780 off ramp; safety project	$ 146.1	STP	$ 165.0	September 30, 2001			
Benicia	Military East overlay from East Second to East Fifth Street	$ 258.5	STP	$ 300.0	September 30, 2001			
Benicia	Replace 3 - 1985 Buses	$ 730.2	STP	$ 825.0	September 30, 2001			
Benicia	Southampton Feeder Bus	$ 30	Solano TFCA	$ 30	October 1, 2001			

Solano Transportation Authority - Project Monitoring Program

CITY OF BENICIA

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Benicia	Inspect approximately 60 centerline miles of network	$ 7	P-TAP	$ 8				

Solano Transportation Authority - Project Monitoring Program

CALTRANS

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Caltrans	Highway 12 extension of passing lanes between Suisun City and Rio Vista	$ -	SHOPP	$ 2,000.0	June 30, 2000			
Caltrans	EIS for the widening of I 80 from Vacaville to Dixon	$ -	ITIP	$ 3,000.0	June 30, 2000			
Caltrans	Pavement rehabilitation on I-780 from I-680 to Lemon Street	$ -	SHOPP	$ 4,000.0	June 30, 2000			
Caltrans	Pavement rehabilitation on I-80 from the Carquinez Bridge to Highway 37 in Vallejo	$ -	SHOPP	$ 14,800.0	June 30, 2000			
Caltrans	Highway 37 widening from the Napa River Bridge to Highway 29	$ -	ITIP	$ 47,000.0	June 30, 2001			
Caltrans	Highway 37/29 interchange	$14,000.0	RTIP and ITIP	$ 54,100.0	June 30, 2000 and June 30, 2001			
Caltrans	Replace Ulatis Creek Bridge on Highway 113	$ -	SHOPP	$ 2,500.0	June 30, 2000 and June 30, 2001			

Solano Transportation Authority - Project Monitoring Program

CALTRANS

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
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	RTIP	$ 11,600	June 30, 2002			
Caltrans	I-680/I-80 interchange improvements	$ -	ITIP	$ 6,900.0	June 30, 2003			
Caltrans	Installation of freeway barriers on I-780 in Benicia	$ -	SHOPP	$ 1,000.0				
Caltrans	Highway 12 safety improvements between Suisun City and Rio Vista	$ -	SHOPP	$ 33,300.0				

Solano Transportation Authority - Project Monitoring Program

CITY OF DIXON

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Dixon	Pitt School Stratford Operational Study	$ 10	TETAP	$ 10	December 31, 1999			
Dixon	West 'A' Street rehabilitation from Highway 113 to Lincoln Street	$ 95	RTIP	$ 212	June 30, 2000			
Dixon	Pitt School Road	$ 124.1	STP-G	$ 140.1	September 30, 2000			
Dixon	Crosswalk signage replacement - various	$ 13.0	STP	$ 15.0	September 30, 2001			
Dixon	Lighted Crosswalk at Pitt School Road	$ 26.0	STP	$ 30.0	September 30, 2001			
Dixon	Disabled access ramps in downtown Dixon - various	$ 26.0	STP	$ 30.0	September 30, 2001			
Dixon	North Adams St. overlay from E St. to H St.	$ 53.1	STP	$ 60.0	September 30, 2001			
Dixon	Porter Rd. overlay from West A St. to southern Dixon city limits	$ 97.4	STP	$ 110.0	September 30, 2001			
Dixon	Downtown Dixon Multimodal Transportation Center	$ 354.0	CMAQ	$ 400.0	September 30, 2001			
Dixon	Update treatment decision and related costs, establish pavement needs, etc.	$ 9	P-TAP	$ 10				

Solano Transportation Authority - Project Monitoring Program

CITY OF FAIRFIELD

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Fairfield	Heather Avenue pavement rehabilitation between Dahlia St. and Atlantic Ave.	$ 85	RTIP	$ 85	June 30, 2000			
Fairfield	Texas Street pavement rehabilitation between Jefferson Street and Washington	$ 98	RTIP	$ 98	June 30, 2000			
Fairfield	Dover Ave. pavement rehabilitation between E. Travis and Nightingale Dr.	$ 324	RTIP	$ 324	June 30, 2000			
Fairfield	Lopes Road pavement rehabilitation between I-80 and Gold Hill Road	$ 1,446	RTIP	$ 1,446	June 30, 2000			
Fairfield	Pedestrian/bicycle facility on West Texas St.	$ 95	Solano TEA	$ 95	September 30, 2000			
Fairfield	Pennsylvania Ave.	$ 445.0	STP-G	$ 503.0	September 30, 2000			
Fairfield	Class 1 Bike Route along Ledgewood Creed from Nantucket to Rockville connecting to Linear Park	$ 140	TDA Article 3	$ 160	June 30, 2001			
Fairfield	Lighted Crosswalk at Waterman	$ 26.0	STP	$ 30.0	September 30, 2001			
Fairfield	Interconnect signals along North Texas	$ 354.0	CMAQ	$ 400.0	September 30, 2001			

Solano Transportation Authority - Project Monitoring Program

CITY OF FAIRFIELD

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Fairfield	Pennsylvania Ave. pavement rehabilitation between Travis Boulevard and Gateway Blvd.	$ 550.0	STP	$ 837.0	September 30, 2001			
Fairfield	New Park-n-Ride Lot at I-680 and Gold Hill Road in Cordelia	$ 1,593.5	CMAQ	$ 1,800.0	September 30, 2001			
Fairfield/Suisun	Replace 1985 Bus	$ 243.4	STP	$ 275.0	September 30, 2001			
Fairfield/Suisun	Replace 4 - 1985 Buses	$ 973.6	STP	$ 1,100.0	September 30, 2001			

Solano Transportation Authority - Project Monitoring Program

CITY OF RIO VISTA

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Rio Vista	Front St. pavement rehabilitation between Main St. and Logan Street	$ 38	RTIP	$ 76	June 30, 2000			
Rio Vista	Airport Road	$ 59.5	STP-G	$ 67.5	September 30, 2000			
Rio Vista	Estuary Entry Landing (Rehabilitate Boat Dock)	$ 75	Solano TEA	$ 75	September 30, 2000			
Rio Vista	Lighted Crosswalk at Gardner Way	$ 26.0	STP	$ 30.0	September 30, 2001			
Rio Vista	Highway 12 and Church Road - right turn lane	$ 35.0	STP	$ 40.0	September 30, 2001			
Rio Vista	Highway 12 and Amerada Road - right turn lane	$ 35.0	STP	$ 40.0	September 30, 2001			
Rio Vista	Main Street pavement rehabilitation from Highway 12 to east of Front St. (City Hall)	$ 158.0	STP	$ 179.0	September 30, 2001			

Solano Transportation Authority - Project Monitoring Program

SOLANO COMMUNITY COLLEGE

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Solano Community College	Electric Police Bikes	$ 12	Solano TFCA	$ 12	October 1, 2001			

Solano Transportation Authority - Project Monitoring Program

SCI

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Solano Commuter Information	Northern Solano Multi-modal direct mail outreach	$ 2	YSAQMD	$ 2	June 30, 2000			
Solano Commuter Information	Integrated Transit Service	$ 35	Solano TFCA	$ 35	October 1, 2001			
Solano Commuter Information	Enhanced Vanpool Services	$ 40	Solano TFCA	$ 40	October 1, 2001			

Solano Transportation Authority - Project Monitoring Program

COUNTY OF SOLANO

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Solano County	Dixon-Davis Bike Route	$ 50	YSAQMD	$ 50	June 30, 2000			
Solano County	Byrnes Road reconstruction from north of Hawkins Road to approximately 2.0 miles north of Hawkins Road	$ 70	RTIP	$ 70	June 30, 2000			
Solano County	Suisun Valley Road Bridge at Suisun Creek to incorporate Class 2 shoulders and handrailing for bicyclists (Bridge No. 23C-76)	$ 10	TDA Article 3	$ 447	June 30, 2000			
Solano County	Reconstruct Intersection of Pleasants Valley Road and Foothill Drive (Br. Nos. 23C-84, 23C-93, 23C-94, and B1290-1.75)	$ 67	TDA Article 3	$ 1,894	June 30, 2000			
Solano County	Fairfield Area School Pedestrian Safety Project	$ 50	Solano TEA	$ 50	September 30, 2000			
Solano County	Suisun Valley Road Bridge and overlay various county roads	$ 602.3	STP-G	$ 681.3	September 30, 2000			
Solano County	Byrnes Road reconstruction from north of Hawkins Road to approximately 2.0 miles north of Hawkins Road	$ 500	RTIP	$ 500	June 30, 2001			

Solano Transportation Authority - Project Monitoring Program

COUNTY OF SOLANO

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Solano County	Disabled access ramps in Vallejo - various	$ 26.0	STP	$ 30.0	September 30, 2001			
Solano County	Benicia Road rehabilitation from Home Acres Avenue to the Vallejo city limits at the Carquinez Cemetery	$ 305.0	STP	$ 345.0	September 30, 2001			
Solano County	Dixon to Davis Bike Route, improvements on Vaughn Road east of Pedrick	$ 860.2	CMAQ	$ 971.7	September 30, 2001			
Solano County	Green Valley Bike Route	$ 42	Solano TFCA	$ 42	October 1, 2001			
Solano County	Replace bridge on Pleasants Valley Road at Pleasants Creek (Bridge No. 23C-95	$ 40	TDA Article 3	$ 790	June 30, 2002			

Solano Transportation Authority - Project Monitoring Program

STA

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
STA	Bike Links Maps	$ 5	YSAQMD	$ 5	June 30, 2000			
STA	Citylink Route 30	$ 90	YSAQMD	$ 90	June 30, 2000			
STA	I-80 Reliever Route additional support cost	$ 191	RTIP	$ 191	June 30, 2000			
STA	Suisun/Fairfield Train Station Parking Improvements	$ 591	TCI	$ 591	June 30, 2000			
STA-SolanoLinks	Purchase 4 buses for service on I-80	$ 1,196.0	TEA 21 Demo	$ 1,495.0	September 30, 2000			
STA-SolanoLinks	Purchase 3 buses for service on I-80	$ 992.5	TEA 21 Demo	$ 1,240.6	September 30, 2001			
STA	I-80 Reliever Route	$ 1,451.0	STP-D	$ 1,640.0	September 30, 2001			
STA	Citylink Route 30	$ 5	Solano TFCA	$ 5	October 1, 2001			
STA	Solano Electric Vehicle	$ 30	Solano TFCA	$ 30	October 1, 2001			
STA	I-80 Reliever Route, Phase 1	$13,500.0	RTIP	$ 13,500.0	Various			
STA	I-80 Reliever Route, Phase 1	$14,410.0	TEA 21 Demo	$ 14,410.0				

Solano Transportation Authority - Project Monitoring Program

CITY OF SUISUN CITY

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Suisun City	Merganser Drive rehabilitation from East Wigeon to Sunset	$ 143	RTIP	$ 224	June 30, 2000			
Suisun City	Pintail Drive rehabilitation from Sunset to Bluebill	$ 95	RTIP	$ 237	June 30, 2000			
Suisun City	Blossom Road rehabilitation from Pintail to 300 feet south of Railroad Road	$ 190	RTIP	$ 346	June 30, 2000			
Suisun City	Main Street rehabilitation from Cordelia Street North to Highway 12	$ 238	RTIP	$ 424	June 30, 2000			
Suisun City	Central County Bikeway from Main Street to Marina Blvd.	$ 65	Solano TEA	$ 65	September 30, 2000			
Suisun City	Main Street Pedestrian and Driftwood Drive Pedestrian/ Bicycle Street Improvements (Downtown Suisun City)	$ 195	MTC TLC	$ 195	September 30, 2000			
Suisun City	Pintail Drive	$ 238.9	STP-G	$ 269.9	September 30, 2000			
Suisun City	Highway 12 median improvements at 4 intersections between Marina and Walters Road	$ 17.0	STP	$ 20.0	September 30, 2001			

Solano Transportation Authority - Project Monitoring Program

CITY OF SUISUN CITY

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Suisun City	Lighted Crosswalk at Main St./Amtrak	$ 26.0	STP	$ 30.0	September 30, 2001			
Suisun City	Striping and centerline work for bike lanes -- several locations	$ 35.0	STP	$ 40.0	September 30, 2001			
Suisun City	Class 1 path along Highway 12 from Village Dr. to Amtrak Station	$ 133.0	CMAQ	$ 150.0	September 30, 2001			
Suisun City	Class I path along Highway 12 from Sunset to Walters	$ 177.0	CMAQ	$ 200.0	September 30, 2001			
Suisun City	Railroad Avenue rehabilitation from Sunset to East Tabor Avenue (a)	$ 200.0	STP	$ 226.0	September 30, 2001			
Suisun City	Update road network, update treatment decision and related costs, establish pavement needs, etc.	$ 16	P-TAP	$ 18				

Solano Transportation Authority - Project Monitoring Program

CITY OF VACAVILLE

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Vacaville	EV Charging Stations	$ 10	YSAQMD	$ 10	June 30, 2000			
Vacaville	Leisure Town Road Park-and-Ride Lot	$ 50	YSAQMD	$ 50	June 30, 2000			
Vacaville	Alamo Creek Bike Path	$ 50	YSAQMD	$ 50	June 30, 2000			
Vacaville	Solano BART Express	$ 97	YSAQMD	$ 97	June 30, 2000			
Vacaville	Leisure Town Road rehabilitation from Kingswood Ave. to Alamo Dr.	$ 134	RTIP	$ 202	June 30, 2000			
Vacaville	Marshall Road overlay from Nut Tree Rd. to Leisure Town Rd.	$ 272	RTIP	$ 406	June 30, 2000			
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	RTIP	$ 840	June 30, 2000			
Vacaville	Leisure Town Road (b)	$ 70.0	STP-G	$ 79.0	September 30, 2000			
Vacaville	Alamo Creek Bike Path (Alamo Dr. to Marshall Road)	$ 95	Solano TEA	$ 95	September 30, 2000			
Vacaville	Peabody	$ 133.0	STP-G	$ 150.0	September 30, 2000			
Vacaville	Leisure Town Road (a)	$ 197.0	STP-G	$ 223.0	September 30, 2000			

Solano Transportation Authority - Project Monitoring Program

CITY OF VACAVILLE

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Vacaville	Meridian Road rehabilitation from Midway Rd. to approximately 2,600 feet south of Midway Rd./Vacaville city limits	$ 84	RTIP	$ 126	June 30, 2001			
Vacaville	Aldridge Rd. rehabilitation from Rice Lane to Putah South Canal	$ 86	RTIP	$ 128	June 30, 2001			
Vacaville	Midway Road rehabilitation from Meridian Rd. to I-80	$ 120	RTIP	$ 180	June 30, 2001			
Vacaville	Extension of Class 1 Southside Bikeway from Marshall Road to Vacaville Regional Transportation Center	$ 75	TDA Article 3	$ 225	June 30, 2001			
Vacaville	Parker Street reconstruction from Main St. to E. Monte Vista Ave.	$ 317	RTIP	$ 473	June 30, 2001			
Vacaville	Kendal Street reconstruction from Cernon St. to Dobbins St.	$ 366	RTIP	$ 548	June 30, 2001			
Vacaville	Cross walk signage	$ 8.0	STP	$ 10.0	September 30, 2001			
Vacaville	Lighted Crosswalk, Eubanks	$ 26.0	STP	$ 30.0	September 30, 2001			

Solano Transportation Authority - Project Monitoring Program

CITY OF VACAVILLE

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Vacaville	Bicycle Lockers/Racks	$ 20.0	CMAQ	$ 40.0	September 30, 2001			
Vacaville	Elmira Road Pedestrian/Bike Path	$ 80.0	CMAQ	$ 100.0	September 30, 2001			
Vacaville	I-80 Reliever Route at Elmira and Leisure Town Road - new traffic signal	$ 133.0	STP	$ 150.0	September 30, 2001			
Vacaville	Leisure Town Road Park & Ride Lot	$ 250.0	CMAQ	$ 300.0	September 30, 2001			
Vacaville	Alamo Creek Bikeway from Southside Bikeway to Alamo Drive	$ 300.0	CMAQ	$ 350.0	September 30, 2001			
Vacaville	Peabody Rd. rehabilitation from Elmira Rd. to Beelard Dr.	$ 474.4	STP	$ 536.0	September 30, 2001			
Vacaville	Southside Bikeway (Alamo Drive to VRTC)	$ 500.0	CMAQ	$ 600.0	September 30, 2001			

Solano Transportation Authority - Project Monitoring Program

CITY OF VACAVILLE

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Vacaville	Electric Vehicles and Infrastructure	$ 300.0	CMAQ	$ 750.0	September 30, 2001			

Solano Transportation Authority - Project Monitoring Program

CITY OF VALLEJO

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Vallejo	Tennessee Street overlay from Butte St. to Monterey St.	$ 59	RTIP	$ 59	June 30, 2000			
Vallejo	Maine St. overlay from Santa Clara St. to Marin St.	$ 98	RTIP	$ 98	June 30, 2000			
Vallejo	Georgia St. overlay from Sonoma Blvd. To Amador St.	$ 345	RTIP	$ 345	June 30, 2000			
Vallejo	Curtola Parkway overlay from Maine Street to Lemon St.	$ 839	RTIP	$ 839	June 30, 2000			
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	TDA Article 3	$ 978	June 30, 2000			
Vallejo	Lemon St. (4)	$ 26.0	STP-G	$ 29.0	September 30, 2000			
Vallejo	Curtola Parkway (3)	$ 54.0	STP-G	$ 61.0	September 30, 2000			
Vallejo	Tennessee (2) Marin to 29	$ 68.0	STP-G	$ 77.0	September 30, 2000			
Vallejo	Tennessee (1) Wilson to Marin	$ 99.0	STP-G	$ 112.0	September 30, 2000			
Vallejo	Solano Bikeway - Columbus Pkwy. to Hiddenbrooke Pkwy	$ 120	Solano TEA	$ 120	September 30, 2000			
Vallejo	Tennessee (3) 29 to Monterey	$ 116.0	STP-G	$ 131.0	September 30, 2000			
Vallejo	Mare Island Way (2)	$ 120.0	STP-G	$ 136.0	September 30, 2000			

Solano Transportation Authority - Project Monitoring Program

CITY OF VALLEJO

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Vallejo	Redwood Street overlay from Sonoma Blvd. To Sacramento St.	$ 212	RTIP	$ 212	June 30, 2001			
Vallejo	Mare Island Way overlay from Maine Street to Florida St.	$ 296	RTIP	$ 296	June 30, 2001			
Vallejo	Tuolumne Street overlay from Redwood St. to Broadway	$ 857	RTIP	$ 857	June 30, 2001			
Vallejo	Construct a left turn improvement at SR 29 in Vallejo	$ 22.0	STP	$ 25.0	September 30, 2001			
Vallejo	Lighted Crosswalk at Sereno	$ 26.0	STP	$ 30.0	September 30, 2001			
Vallejo	New traffic signal at Sonoma and Carolina	$ 84.0	STP	$ 177.0	September 30, 2001			
Vallejo	Ferry maintenance facility rehab (fueling tanks)	$ 177.0	CMAQ	$ 200.0	September 30, 2001			
Vallejo	Rehabilitate bus maintenance facility	$ 221.2	STP	$ 250.0	September 30, 2001			
Vallejo	Rehabilitation of ferry maintenance facility (maintenance dock)	$ 71.2	STP	$ 250.0	September 30, 2001			
Vallejo	Fairgrounds Drive overlay from Gateway to Vallejo city limits	$ 424.0	STP	$ 479.0	September 30, 2001			
Vallejo	Rehabilitate 5 Buses	$ 531.0	STP	$ 600.0	September 30, 2001			

Solano Transportation Authority - Project Monitoring Program

CITY OF VALLEJO

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
Vallejo Police Dept.	Police Bikes	$ 9	Solano TFCA	$ 9	October 1, 2001			
Vallejo Public Works	Solano Bikeway	$ 24	Solano TFCA	$ 24	October 1, 2001			
Vallejo Transit	Mare Isl. Employee Sh	$ 20	Solano TFCA	$ 20	October 1, 2001			
Vallejo Transit	Electric Chargers-Infrastruc.	$ 62	Solano TFCA	$ 62	October 1, 2001			
Vallejo	Construct Class 1 Solano Bikeway located on east side of I-80 between Columbus Parkway and Hiddenbrooke Parkway	$ 172	TDA Article 3	$ 954	June 30, 2002			

Solano Transportation Authority - Project Monitoring Program

YSAQMD

Sponsor	Project Description	Funds Requested (1000's of dollars)	Type of Funds	Total Cost (1000's of dollars)	Funds Must be Obligated by this Date	Status	Proposed Obligation Date	Construction Begins/Ends
YSAQMD	Regional Spare the Air Program for Eastern Solano County	$ 29.0	CMAQ	$ 32.8	September 30, 2001			

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Daryl Halls
RE: Request for Co-sponsorship of November SEDCORP Meeting

The STA has received a request from the Solano Economic Development Corporation (SEDCORP) to co-sponsor their November SEDCORP Member-Investor breakfast meeting. The topic of the meeting planned by SEDCORP would focus on legislative issues pertaining to transportation infrastructure. Carl Guardino, President of the Silicon Valley Manufacturing Group, has been invited to be a featured speaker. Solano County's transportation issues, needs and efforts (presentation provided by the STA) would be the focus of the second part of the meeting.

As part of the request for co-sponsorship, SEDCORP is requesting the STA consider covering some of the costs of the event (an amount of $1,000 was identified by SEDCORP). STA staff is currently evaluating a number of issues (i.e., staff reclassifications, added consultant assistance to assist project delivery and/or additional planning efforts) that may tap remaining STA funding resources. In addition, STA staff is working with members of the STA Board to obtain the necessary funding to cover the cost of STA's annual awards event.

This event would be a wonderful opportunity for STA to continue to build on its successful partnership with SEDCORP.

Recommendation:
For Information Only

Attachment

S E D C O R P

SOLANO ECONOMIC DEVELOPMENT CORPORATION

August 31, 1999

Darryl Halls
Executive Director
Solano Transportation Authority
333 Sunset Avenue, #200
Suisun City, CA 94585

Dear Darryl:

This letter comes as a request for co-sponsorship by the STA of the November SEDCORP Member-Investor meeting. The meeting will be a continuation of the education process outlined in our Solano Transportation Plan.

The continental breakfast meeting, planned for November 10, 1999, from 7:30 – 9:00 AM, is part of our bi-monthly series. Our audience expectation is about 120. The program will open with remarks from Carl Guardino, President of the Silicon Valley Manufacturing Group. Carl was featured at our jointly sponsored inaugural transportation program in 1997, at which he relayed information about Santa Clara County's transportation strategy. His remarks began a public debate on the importance of regional mobility to continued economic vitality.

We have asked Carl to speak on California's legislative issues relating to transportation infrastructure as well as provide an update of Santa Clara's progress as it may relate to Solano's mobility concerns.

As we briefly discussed, the second part of the meeting is our opportunity to present Solano's issues, needs and concerns. We would like to develop this part of the program with you.

We sincerely hope this request is favorably received. The STA and SEDCORP have enjoyed an award-winning association over the past few years and we look forward to a continuing partnership.

Regards,

Mary

Mary T. McCarthy
President

424-C EXECUTIVE COURT NORTH • SUISUN, CALIFORNIA 94585 • www.SEDCORP.org
707 864 1855 • FAX 707 864 6621 • e-mail: sedcorp@sedcorp.org

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Matt Todd
RE: TEA-21 Additional CMAQ Funding

The Transportation Efficiency Act for the 21st Century (TEA-21) legislation enacted in 1998 provided authorization for six years of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding. In the Metropolitan Transportation Commission (MTC) region, Solano County has programmed the first three years of this funding to date (FY 1997-98, 1998-99, and 1999-00).

Due to an imbalance between the amounts of STP and CMAQ funds that were expected to be available in the first three years of TEA-21 in the MTC region, MTC moved $38 million dollars of STP eligible projects programmed in years 1-3, to the 4th year of TEA-21 (FY 2000-01). MTC is requesting transit projects be programmed against this $38 million of CMAQ programming capacity in FY 1999/00.

These funds are being distributed throughout the MTC region by the Federal Transit Administration (FTA) urbanized area (UZA) formula program for transit projects. Benicia and Vallejo are technically eligible for approximately $3.65 million of the San Francisco/Oakland UZA funds along with all the other operators in that UZA. MTC is proposing to use these funds to repower busses with 1993 model year engines under the assumption that pre 1993 engines will be replaced through the standard vehicle replacement programs and post 1993 engines contain technology that is sufficiently clean burning to not warrant repowering the vehicles. Under these guidelines, Benicia and Vallejo transit would receive no funding. Based on the Fairfield UZA and Vacaville UZA, Solano County will receive approximately 1.35% of the CMAQ funds available or $513,000. All CMAQ eligible transit projects within Solano County will likely be eligible for these funds.

MTC staff is expected to release the guidelines to program these funds by the end of the August. STA staff will issue a call for projects based on that guidance, expected to occur in September.

<u>Recommendation</u>
For Information Only

STA
Solano Transportation Authority

DATE: September 1, 1999
TO: STA Board
FROM: Matt Todd
RE: MTC Unmet Transit Needs Hearing

The 1999 Unmet Transit Needs Hearing originally scheduled to occur on October 13, 1999, has been **rescheduled to November 4, 1999**. The hearing needed to be changed due to schedule conflicts. Please note the following corrected information.

Solano Unmet Transit Needs Hearing
City of Suisun City Hall, Council Chambers
701 Civic Center Blvd.
Suisun City
Thursday, November 4, 1999, 4:30 p.m.

The STA Board members are invited to attend this public hearing.

Recommendation
For Information Only

STA
Solano Transportation Authority

DATE: September 1, 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
Traffic Engineering Technical Assistance Program (TETAP)	Alex Estrella MTC (510) 464-7865	September 30, 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
Environmental Enhancement and Mitigation (EEM) Program	Bill Borden Air Resources Board (916) 653-5656	November 15, 1999

STA
Solano Transportation Authority

FUNDING OPPORTUNITY:

Traffic Engineering Technical Assistance Program (TETAP)

Applications Due: September 30, 1999

TO: STA Members

FROM: Matt Todd, Project Manager

This summary of the TETAP 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:	Bay Area jurisdictions (all Solano County local jurisdictions)
Program Description:	Consultant assistance to either: a) retime an existing signal system, or b) analyze a problem, conceptualize a solution, and prepare cost estimates and other technical materials for a grant application to implement the solution.
Funding Available:	Approximately $250,000 is available. Grants are typically between $10,000-$15,000 in consultant assistance and do not require local match.
Eligible Projects:	Traffic engineering services to either retime an existing signal system or assist in the identification, definition, and implementation of traffic operational improvement projects on arterials.
Further Details:	This is a regionally competitive program, with project selection based on technical merit. Projects proposed for the 2nd Cycle of TEA 21 funding will be considered with an early release of funds.
Program Contact Person:	MTC, Alex Estrella, (510) 464-7865
STA Contact Person:	Matt Todd, (707) 438-0655

September 1, 1999

Solano Transportation Authority

FUNDING OPPORTUNITY

California Department of Parks and Recreation Trails Program

Applications Due: October 1, 1999

TO: STA Members
FROM: Dan Christians

This summary of California Department of Parks and Recreation Trails Program is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors:	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 their web site at http://www.cal-parks.ca.gov/htm or write to the California Department of Parks and Recreation, P.O. Box 942896, Sacramento, CA 94296-0001. 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

This summary of California Department of Parks and Recreation 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 preservation of fish, deer and habitat conservation.
Funding Available:	$2.0 million available statewide to provide dollar for dollar match from a non-state source.
Eligible Projects:	Trail programs, urban access, anadromous salmonids, 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 their web site at http://www.cal-parks.ca.gov/htm or write to the California Department of Parks and Recreation, P.O. Box 942896, Sacramento, CA 94296-0001. 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

Solano Transportation Authority

FUNDING OPPORTUNITY

Environmental Enhancements and Mitigation Program

Applications Due: November 15, 1999

TO: STA Members

FROM: Dan Christians

This summary of the 2000-01 Environmental Enhancement and Mitigation 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 and state units of government.
Program Description:	Grants to offset vehicular emissions for highway landscaping, resource lands, and roadside recreation.
Funding Available:	$10.0 million available statewide
Eligible Projects:	Landscaping, acquisition, restoration or other mitigation of resource lands, and projects that provide for the acquisition and/or development of roadside recreation including parks, roadside rests, overlooks and trails.
Further Details:	Grants are generally limited to $250,000. Applications can be obtained by calling the Air Resources Board. Final decision on project approvals is expected at the July CTC meeting.
Program Contact Person:	Bill Borden, EEM Program Coordinator at (916) 653-5656.
STA Contact Person:	Dan Christians, (707) 438-0654

August 18, 1999