



**Board Meeting  
October 13, 1999**

***(Special Meeting Location – Suisun City Hall)***

**Regular Meeting  
6:00 p.m.**



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**

**October 13, 1999**  
**STA Board Meeting**  
**Suisun City Hall Council Chambers**  
**701 Civic Center Drive**  
**Suisun City, CA**  
**Please Note Special Meeting Location**

**6:00 p.m. (Refreshments at 5:30 p.m.)**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY**

**Delivering transportation projects to ensure mobility, travel safety, economic vitality, and quality of life in Solano**

<u><b>ITEMS</b></u>	<u><b>BOARD/STAFF PERSON</b></u>
<b>I. CALL TO ORDER - CONFIRM QUORUM</b>	Chair Slade
<b>II. APPROVAL OF AGENDA</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENTS</b>	
<b>IV. EXECUTIVE DIRECTOR'S REPORT</b>	Daryl K. Halls
<b>V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC</b>	
<b>VI. CALTRANS PRESENTATION ON STATUS OF CARQUINEZ AND BENICIA BRIDGES (6:05-6:15 p.m.)</b>	Denis Mulligan Caltrans District 4 Toll Bridge Program
<b>VII. PUBLIC HEARING ON 1999 SOLANO COUNTY CONGESTION MANAGEMENT PROGRAM (CMP) (6:15-6:20 p.m.)</b> <i>Recommendation: Hold public hearing and adopt Resolution approving the Final 1999 Solano CMP – Page 17</i>	Dan Christians
<b>VIII. CONSENT AGENDA (Any consent item can be pulled for discussion) (6:20-6:25 p.m.)</b>	
<b>A. Minutes of Meeting of September 8, 1999</b> <i>Recommendation: Approve minutes of the STA Board meeting of September 8, 1999 – Page 29</i>	Dan Christians
<b>B. Draft Minutes of September 29, 1999 TAC meeting</b> <i>Recommendation: Review draft minutes of the September 29, 1999 TAC meeting– Page 35</i>	Dan Christians
<b>C. TFCA Funding Agreement with the BAAQMD and Funding Agreements with Project Sponsors</b> <i>Recommendation: 1.) Authorize the Executive Director to sign the 1999-2000 TFCA Funding Agreement with the Bay Area Air</i>	Dan Christians

*Quality Management District; 2.) Authorize the Executive Director to sign funding agreements with 1999-2000 project sponsors; and 3.) Request Executive Committee review the request from the City of Vallejo to modify their \$62,000 grant, review the partially funded 1999-2000 projects, and make recommendations on programming the modified and unallocated funds and return to the STA Board for consideration in November. – Page 41*

- D. Unmet Needs Hearing** Matt Todd  
*Informational– Page 45*
- E. Citylink Route 30 Fares** Matt Todd  
*Amend the STA's fare policy to allow UC Davis students with a current Undergraduate Registration card to ride the Citylink Route 30 service for free from October 1999 to June 2000 – Page 47*
- F. Solano Partnership Healthplan Proposal** Matt Todd  
*Staff recommends the STA not pursue the proposal of providing a substantial amount of additional paratransit service for the Partnership HealthPlan, but offer technical assistance that may assist the Partnership HealthPlan to find a suitable service provider – Page 51*
- G. Legislation Report** Daryl K. Halls  
*Informational– Page 53*

**IX. ACTION ITEMS: FINANCIAL**

- A. 1998-99 Financial Audit (6:25-6:35 p.m.)** Gary Caporicci/ Caporicci, Cropper & Larson Daryl K. Halls  
*Recommendation: 1.) Receive STA's Annual Audit for 1998/99; 2.) Transfer \$81,203 in previous year's Gas Tax funds to 99/00 General Fund; 3.) Allocate \$30,000 in 98/99 General Fund unreserved fund balance to establish Reserve Account; 4.) Transfer \$85,000 in General Fund carryover to the 1999/2000 Project Development Budget; 5.) Allocate \$25,000 in 1998/99 General Fund carryover to the 1999/2000 operations budget to cover the cost of part-time staff and supplies; 6.) Request STA staff agendaize review of STA's Reserve Budget as part of mid year budget review in January/February 2000 – Page 55*
- B. Reclassification of Executive Assistant and Transportation Planner Positions (6:35-6:40 p.m.)** Daryl K. Halls  
*Recommendation: Approve reclassification of Executive Assistant to Office Manager and approve adjustment of salary range retroactive to July 1, 1999. 2.) Approve reclassification of Transportation Planner to Project Manager/Analyst and approve adjustment of salary range retroactive to July 1, 1999 – Page 61*

- C. Clerical Assistant and Interns** (6:40-6:45 p.m.) Daryl K. Halls  
*Recommendation:* 1.) Approve establishment of a part-time clerical position; 2.) Approve establishment of two part-time intern positions; 3.) Transfer \$8,425 from 1999/2000 General Fund to Operations Budget to cover additional staff cost; 4.) Request Executive Director evaluate the continued funding of these three part time positions and report to the STA Board as part of the development of the STA's 2000/2001 budget – Page 67
- D. Caltrans Request to Move Landscaping for Highway 37 Project to FY 2003-04** (6:45-6:50 p.m.) Katie Yim, Caltrans District 4  
Daryl K. Halls  
*Recommendation:* Approve request by Caltrans District 4 to transfer the construction of landscaping improvements for the Highway 37 widening and interchange project from FY 2001-02 to the FY 2003-04 – Page 73
- E. Solano County Comprehensive Transportation Plan** (6:50-7:10 p.m.) Dan Christians  
*Recommendation:* Approve the process, planning components and schedule for the Solano County Comprehensive Transportation Plan; 2.) Approve the allocation of \$60,000 from the 1999/2000 Project Development Budget (previously gas tax fund balance); 3.) Approve the subcommittee structure, designate Transportation Steering Committee as subcommittee to oversee plan development program and authorize the STA Board Chair to appoint a Chair for each subcommittee – Page 75
- F. Development of a Countywide Transportation Expenditure Plan** (7:10-7:15 p.m.) Daryl K. Halls  
*Recommendation:* 1.) Authorize staff to develop core information needed for the development of an expenditure plan, in conjunction with the development of the Comprehensive Transportation Plan (option 2). 2.) Direct staff to continue to monitor SCA 3 and AB 1155 and return to the STA Board with a reconsideration of development of an expenditure plan for transportation at the STA Board Meeting of February 9, 2000 – Page 81
- G. Project Monitoring Program** (7:15-7:20 p.m.) Matt Todd  
*Recommendation:* 1.) Approve the Project Monitoring Program for delivery of various federal and state funded projects; 2.) Direct the STA TAC to develop policies to address the timely delivery of projects for STA Board consideration – Page 85

- H. Project Assistance Consultant** (7:20-7:25 p.m.) Daryl K. Halls  
Recommendation: Approve consultant project delivery assistance for the cities of Benicia, Rio Vista and Suisun City. 2.) Approve allocation of \$10,000 in the 1999/2000 Project Development Budget for this purpose 3.) Authorize Executive Director to sign Project Consultant MOU on behalf of the STA – Page 109
- I. Revised 1999-00 STA Budget/Project Development Budget** (7:25-7:30 p.m.) Daryl K. Halls  
Recommendation: 1.) Approve programming \$15,000 for marketing in the 1999/2000 Project Priorities Budget; 2.) Approve co-sponsorship of SEDCORP Breakfast on transportation and allocate \$1,000 from 1999-2000 Project Development Budget to assist in covering the cost of the event; 3.) Approve revised 1999/2000 Project Development Budget – Page 111
- J. 2<sup>nd</sup> Cycle TEA-21/STP/CMAQ** (7:30-7:40 p.m.) Matt Todd  
Recommendation: Approve the TEA-21 Cycle 2 Process and Calendar for Solano County; and Review and provide input on the three issues discussed above – Page 115
- K. Solano Bikeway Project** (7:40-7:45 p.m.) Dan Christians  
Recommendation: Authorize staff to seek additional funding needed for American with Disabilities (ADA) improvements required for the Solano Bikeway project located along I-80 between Columbus Parkway and American Canyon Road-Hiddenbrooke Parkway in the City of Vallejo – Page 131
- X. INFORMATION ITEMS: NO ACTION NECESSARY**
- A. Transit Center Parking Capacity Constraints** (7:45-7:50 p.m.) Matt Todd  
Informational – Page 133
- B. Awards Program** (7:50-7:55 p.m.) Rischa Slade, STA Chair  
Informational: Announcement of nominees – Page 135
- XI. FUNDING OPPORTUNITIES** (7:55-8:00 p.m.)
- A. Environmental Enhancements and Mitigation Program** Dan Christians  
Deadline: November 15, 1999 – Page 139
- B. Transportation for Livable Communities (TLC) Program** Dan Christians  
Deadline: Mid-December 1999– Page 141
- C. Bicycle Transportation Account (BTA)** Dan Christians  
Deadline: December 31, 1999– Page 143
- XII. BOARD MEMBERS COMMENTS**
- XIII. ADJOURNMENT** (Next meeting: November 10, 1999 at the Vacaville Opera House)



Solano Transportation Authority

333 Sunset Avenue, Suite 200  
Suisun City, California 94585

Area Code 707  
422-6491 • Fax 438-0656

Agenda Item IV  
October 13, 1999

Members: DATE: October 5, 1999  
TO: STA Board  
Benicia FROM: Daryl Halls, Executive Director  
Dixon SUBJECT: EXECUTIVE DIRECTORS REPORT  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

**The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (\*) notes items included in this month's Board agenda.**

**\*STA's Annual Audit and Allocation of 1998/99 Carryover Funds:** Our new auditors (Caporicci & Larson) have completed the STA's annual audit. Gary Caporicci is scheduled to be at the Board meeting to provide a short presentation and answer any questions. Stacy Medley and Vacaville's Dawn VanGorden (our assigned accountant) coordinated this effort on our behalf. The staff reports provide a series of recommendations for programming our unallocated funds from last fiscal year. These recommendations are designed to match our resources with the STA's priorities and to provide the staffing necessary to carry out these tasks.

**\*STA Staffing Issues:** Two staff reports address two separate STA staffing issues. The first item is the reclassification of two current staff positions to reflect their enhanced workload and additional responsibilities. The second report recommends adding three part time staff (one clerical and two interns) to provide the necessary support staff for the management staff to carry out the STA's priority projects and functions. Interviews to fill the STA's vacant Deputy Director of Projects position are scheduled for October 15. There are a total of 8 candidates that are being considered. I anticipate having the vacancy filled by early to mid November.

**\* Project Monitoring:** STA staff has completed a matrix identifying the vast array of projects that are being tracked and implemented in Solano County over the next five years. Each of these projects is funded and are in the process of being delivered. The first wave of projects is due to be obligated by June 30, 2000. 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. One such effort is a separate recommendation to have the STA coordinate a consultant assistance for the cities of Benicia, Rio Vista and Suisun City to aid in the project delivery efforts. Denis Mulligan, Project Manager for the Benicia and Carquinez Bridge Projects, has been invited to give a status report at your meeting. Staff has been working with the City of Vallejo and Caltrans to facilitate a solution to a recent ADA requirement that has surfaced for the Solano Bikeway project. Staff has a recommendation to seek additional funding to help save this project.

**\* Development of a Comprehensive Transportation Plan for Solano County:** The development of a Comprehensive Transportation Plan for Solano County was discussed and recommended for approval by the STA Board in September. Dan Christians report provides the proposed schedule, subcommittee structure, budget, planning components, and technical resources necessary to carry out this effort.

**\* 2<sup>nd</sup> Cycle STP/CMAQ Funding:** Matt Todd has prepared an information report regarding the STA's allocation of approximately \$12 million (Solano County's share) of 2<sup>nd</sup> Cycle STP/CMAQ funding. A number of policy issues are currently being debated at the Metropolitan Transportation Commission regarding this program at the regional level. The issues being debated revolve around program flexibility at the county level and setting regional guidance for the roads/transit mode split. Jim Spering and I will be advocating for maintaining the flexibility that was prevalent in the 1<sup>st</sup> Cycle. This would leave the decision making authority with the STA Board.

**\*SEDCORP Breakfast:** 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. They are requesting the STA cover a part of the cost of this event (\$1,000).

**Status of Jepson Parkway Concept Plan (Reliever Route):** The next meeting of the Jepson Parkway Concept Plan Working Group and the STA Board subcommittee has been scheduled for October 29, 1999. 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. At the request of the Subcommittee, the status report before the STA Board has been postponed until your November meeting.

**Assembly Member Helen Thomson:** At a Vacaville Chamber luncheon last week, Assembly Member Helen Thomson identified transportation funding as the number one unresolved issue facing the State Legislature next year. She also identified the importance and her support of a number of transportation projects in Solano County. These included: the I-80/680 interchange, the Jepson Parkway Concept Plan, the I-80 Corridor, increased ferry service (but not support for SB 428), and increased rail service.

**\* STA's Awards:** The Executive Committee met last week and reviewed the nominees for the STA's 2<sup>nd</sup> Annual Awards Program. The nominees will be announced at the Board meeting, but the award winners will remain a mystery until the awards program of November 10, 1999. The event is scheduled to begin at 6:00 p.m. at the Vacaville Opera House. Invitations will be sent out shortly. Each Board member will be invited to announce one of the awards. To accommodate the awards program, the STA Board scheduled for that evening will start at 4:30 p.m., and be held at the Vacaville Chamber of Commerce.

*Attachment:*

Attached for your information are a status of priority projects, key correspondence and newspaper clippings.

**STA Project Development Fund**  
**1999-00 Priority Projects - Status Report**  
**(listed in alphabetical order)**

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
<b>Benicia-Martinez and Carquinez Bridge Projects</b> Benicia, Caltrans, STA, Vallejo	*	*	*	-Projects initiated with construction to be completed by 2003
<b>Capitol Corridor</b> CCJPB, STA	\$5,000	*	\$0	-STA processing the TCI grant for obligation by the CTC
<b>Electric Vehicles and Recharging Facilities Program</b> STA	\$5,000	*	\$0	-Funding allocated for five public electric vehicle charging stations -Construction completion scheduled to occur by 12/31/99
<b>Federal Lobbyist</b> STA	\$25,000	*	\$0	-TBD
<b>Highway 12 Improvements</b> Caltrans, Rio Vista, STA, Suisun City	*	*	*	-Caltrans/STA to conduct MIS level study -CHP sponsored corridor safety study group next meets on October 7 -Propose to monitor SHOPP funded projects with the STA Project Monitoring Program
<b>Highway 37 Project</b> Caltrans, STA, Vallejo	*	*	*	-Project fully funded - 35% plan complete -Caltrans has requested a modification to the landscaping contract -Construction scheduled to begin 2001
<b>I-80/680 Auxiliary Lanes</b> Caltrans, STA	*	*	*	-Funded by Caltrans. Construction scheduled for 2003 -STA working with Caltrans to accelerate the schedule
<b>Jepson Parkway - Corridor Concept Plan and Implementation</b> STA	\$15,000	*	\$0	-Concept Plan underway and scheduled to be completed February 2000 -EIS scheduled to begin March 2000
<b>Intercity Transit Plan - Implementation</b> STA	*	*	*	-Ongoing - plan to be updated this year
<b>Mare Island Access Study</b> Vallejo	*	*	*	-Study initiated
<b>Miscellaneous Project Development</b>	\$25,000	*	\$0	-For assistance in completing grant applications and leveraging funds for project development
<b>Red Top Slide/McGary Road</b> Fairfield, STA	*	*	*	-Monitoring mitigation efforts by Caltrans
<b>Solano Bike Route Plan - Implementation</b> STA	\$15,000	*	\$0	-Plan initiated in September 1999, scheduled to be completed in Spring 2000
<b>Solano Transportation Plan - Implementation</b> STA	\$10,000	*	\$0	-These funds will be reprogrammed to the Solano County Comprehensive Transportation Plan
<b>Travel Safety Study - Implementation</b> STA	*	*	*	-Projects recommended in the plan were programmed with cycle I TEA-21 funds
<b>Vacaville CNG Facility</b> Vacaville	*	*	*	-Design process underway (90% plans complete), construction expected to be completed by July 2000
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	

\* No funds allotted at this time

\$100,000

# County commuters boost ride-sharing

By John Scheibe  
Staff Writer *RJ 9/13/99*

In the race to get to work, more Solanoans are leaving their cars behind.

Those commuters are instead hopping into someone else's car or aboard a van, according to a recent survey by RIDES for Bay Area Commuters, which operates a transportation management program for the Metropolitan Transportation Commission.

The survey found that the

percentage of Solanoans commuting alone to work is about 66.3 percent, the lowest rate since the survey began seven years ago.

The number of Solanoans who are car- or van-pooling is at 24 percent, up from 18.3 percent last year. This puts Solano County at the top of the list with the highest percentage of van or car poolers of the nine-county Bay Area.

That is good news for local transportation officials, who for

■ See **Commuters**, Back Page

## Solano County Commute Profile

### Primary commute mode (in percent)

	'93	'94	'95	'96	'98	'99
Drive alone	67.8	72.0	72.0	66.3	76.5	65.8
Carpool	20.1	20.0	19.3	20.8	16.3	20.5
Vanpool	5.3	2.3	2.3	2.3	2.0	4.0
Bus	2.3	1.3	0.8	1.5	1.5	3.0
BART	1.0	1.3	1.3	3.0	1.8	2.0
Walk	0.8	1.3	1.3	2.3	0.5	1.5
Ferry	0.3	0.3	0.5	0.0	0.5	1.3
Telecommute	0.5	0.5	0.8	1.0	0.0	1.0
Motorcycle	1.0	0.3	0.8	0.3	0.0	0.5
Bicycle	0.5	0.8	0.3	2.3	0.0	0.5
Other	0.8	0.3	1.0	0.5	1.0	0.0

### Travel time to work

	'93	'94	'95	'96	'98	'99
Miles per hour	42.0	39.2	41.1	43.8	45.1	48.1
Average minutes	31.4	32.9	32.2	31.6	36.4	33.2
One-way miles	22.0	21.5	22.1	23.1	27.3	26.6

Reporter graphic

## Commuters ...

■ Continued from Page 1A

years have tried to coax drive-alone commuters out of their cars and into carpools or public transit. All of this is an effort to relieve the ever-more-congested Interstate 80.

"Moving more people in fewer vehicles is better management of our roadways," said Elizabeth Richards, manager of Solano Commuter Information in a press release circulated this week.

Now for some not-so-good news.

The average commute distance to work continues to climb for Solano County residents. In 1996, the typical one-way commute to work for a Solano resident was 23.1 miles. Today that same person must travel 26.6 miles. This gives area residents the farthest average commute of any of the commuters living in the Bay Area.

Not surprisingly, Solanoans also take the longest time to get to work — 35.4 minutes.

At the other end of the spectrum are San Franciscans, whose average work commute is just 11.4 miles. But because their average commute speed is only 23.6 mph — vs. 45.1 mph for Solanoans — it still takes a San

Franciscan an average of 29 minutes to get to work. This is only a little more than seven minutes faster than the average commute time for a Solano resident.

Officials estimate more than 150,000 Solanoans (or about 39 of every 100 residents) commute to work.

When 400 Solano commuters were polled in March, 26.8 percent of them said traffic conditions had deteriorated over the past year. Just 24.8 percent said conditions had improved, while 48.6 percent said they were about the same.

This compares with the 31.8 percent of commuters throughout the Bay Area who reported worse traffic conditions. Just 17.2 percent of the 3,606 Bay Area commuters polled said traffic had improved, while 51 percent reported it had remained the same.

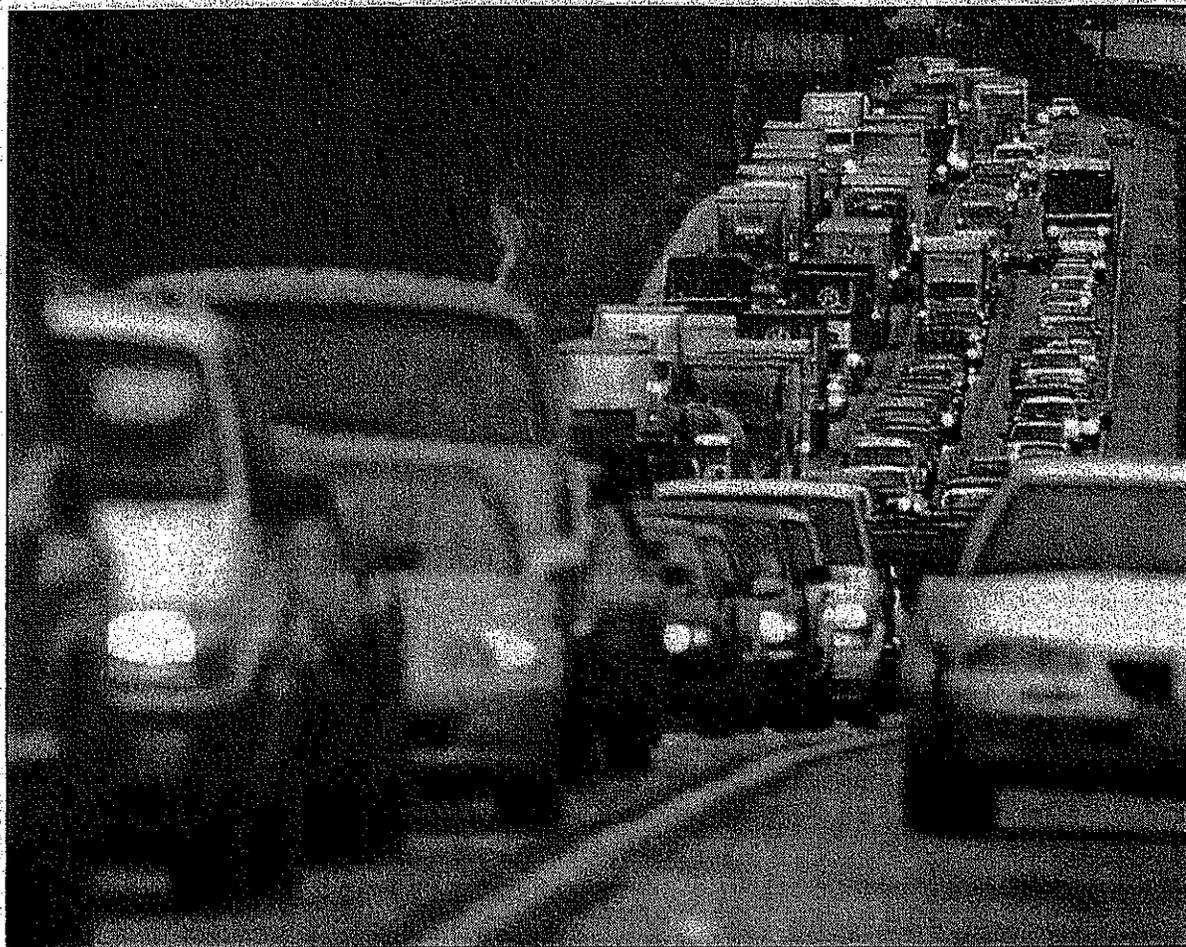
### CALIFORNIA LOTTERY

#### FANTASY 5

13, 23, 27, 29, 30

#### DAILY 3

2, 5, 6



Reporter file

Local Interstate traffic crawls bumper to bumper in a scene which taxes nerves and wallets alike.

# Clogged freeways could cost billions

By John Schelbe  
Staff Writer

A nonprofit organization dedicated to improving California's highways estimates the state will need to spend an additional \$83.7 billion over what currently is budgeted for the next decade to meet the demands of a burgeoning population.

The nine-county Bay Area region alone, which includes Solano County, will need \$8.2 billion more for its highways, freeways, bridges and streets — money that has yet to be budgeted. This comes as the state adds 600,000 residents annually, nearly enough people to populate the city of San Francisco.

California faces "a quality-of-life crisis as the state's aging roads, bridges, schools and other public facilities reach the end of their design life," states a report by the nonprofit organization — Transportation California — titled "Meeting 21st Century Mobility Demands."

"Now is the time for the state's leadership to grapple not only with the larger issues, but also with the immediate task of augmenting capacity across all systems," the report states.

Yet finding solutions will be difficult at best.

For starters, there is the difficulty of finding more transportation dollars.

A 1997 survey of Solano County residents, for example, showed most Solanoans would rather be taxed to improve local schools and libraries, and for better fire and police protection.

Being taxed for better highways and freeways ranked dead last.

The report found that dollars allocated for transportation projects often went into repairing and retrofitting bridges, making them better

able to withstand earthquakes and floods, as opposed to road repairs.

Then there is the opposition to increased spending

on highways, streets and freeways by a number of groups, including environmentalists.

Just this week, for example, a coalition of environmental groups announced it would file a lawsuit aimed at stopping 58 transportation projects in the Sacramento region totaling \$98.4

million.

The coalition, which includes San Francisco's Earth Justice Legal Defense Fund, Environmental Council of Sacramento, No Way L.A. and the Sierra Club, stated it

believed the 58 transportation projects would exacerbate the region's smog as well as increase sprawl and traffic congestion. Projects affected by such a lawsuit include an onramp to northbound Interstate 5 in Yolo County and the widening of Watt Avenue and Greenback Lane in Sacramento.

The coalition instead wants funding to be shifted from roads and freeways to transit, pedestrian and bicycle projects.

The Transportation California report blames the "not in my back yard" mentality for keeping state policymakers from addressing growth issues.

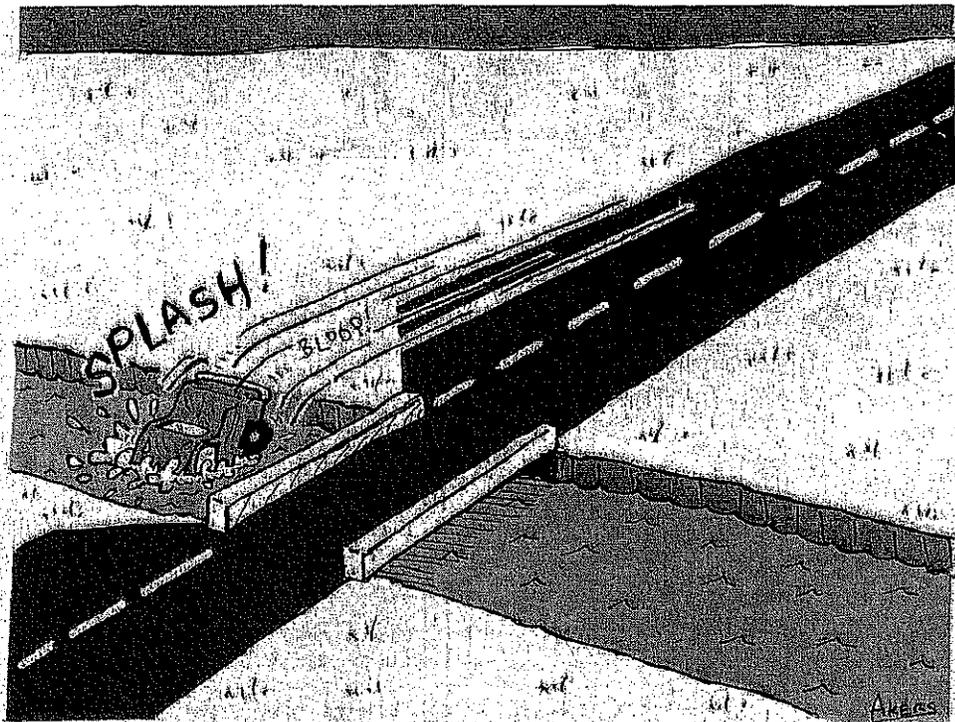
"Rather than enhancing quality of life, the NIMBY attitude has aggravated the problems associated with growth such as increased congestion, reduced air quality, traffic stress and more.

"While (the NIMBY attitude) has not slowed population growth, it has slowed business expansion, which provides the economic base and livelihood for the state's residents," the report states. "It has also added significantly to travel costs for consumers."

“  
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Transportation California  
report

”



LEISURE TOWN ROAD

## How wide to go?

*lep  
(9.11.99)*

Leisure Town Road debate comes to a head

The fate of a once-rural roadway that became a major traffic artery of east Vacaville returns to the forum of the City Council Tuesday. A dignified debate is in order.

The council is being asked whether it should widen three bridges along Leisure Town Road between Interstate 80 and Elmira Road. What should be a rather forthright decision to improve safety has evolved into a debate about growth.

There certainly will be ample discussion of the need for wider bridges, from a safety standpoint, as well as a traffic circulation necessity. The hodgepodge two-lane, three-lane, two-lane configuration makes it difficult at best to navigate. At worst, it is a taxpayer liability.

The city already has settled out of court with one driver who crashed her vehicle into a bridge abutment, even though she was under the influence. In fact, engineering studies con-

ducted by the city recommended widening of the bridges, regardless of traffic flow increases. Should the city decide not to widen the bridges, the next vehicle accident will surely result

in a tidy settlement out of the taxpayers' pockets.

The first step, therefore, seems inevitable: widen the bridges and make the roadway a consistent width from I-80 to Elmira Road. It will enhance traffic flow on Sundays, when nearby

churches generate many car trips, and it will improve safety.

Whether to increase the number of lanes beyond that factor is a burning question that puts the spotlight on the so-called regional "reliever route," a natural progression of a wider Leisure Town Road. Will Vacaville benefit from being the home of the last leg of a relief channel that siphons vehicles off I-80 and Highway 12?

That is the question the council must address after the bridges are widened.

“Whether to increase the number of lanes beyond that factor is a burning question.”

# A ferry tale

Rep.  
(9.14.99)

## Study should come before new panel

**A** controversial plan to create a new Bay Area ferry authority was approved by the Legislature Friday, and now awaits a decision from the governor.

Ironically, although the measure would create an authority to make decisions, the bill has no funding in it to establish the authority or to conduct a study of expanded ferry service, which the bill would require.

Senate Bill 428 calls for increasing bridge tolls, including those on the Carquinez Bridge, to \$3 to pay for increased ferry service. Local mayors have opposed it, saying it would siphon funding from local transportation needs.

The bill was opposed by Vallejo Mayor Gloria Exline, but she withdrew her opposition after language was added guaranteeing Vallejo a post on the new transit authority that would be formed to oversee the expanded ferry service.

Even though the bill is not likely to be implemented any time soon, it has been the center of a power struggle between the Metropolitan Transportation Commission, which has say over Bay Area transportation planning, including ferries, and the Bay Area Council, which

supports creation of a new entity to expand ferry service.

The council envisions as many as 70 new ferries crisscrossing the bay, serving 28 different ferry landings.

MTC claims the plan is too ambitious and won't really solve the traffic woes in the Bay Area's most troubled regions.

Even if the bill is signed, it contains no money to create the authority or conduct a feasibility

study of expanded ferry service required by the bill.

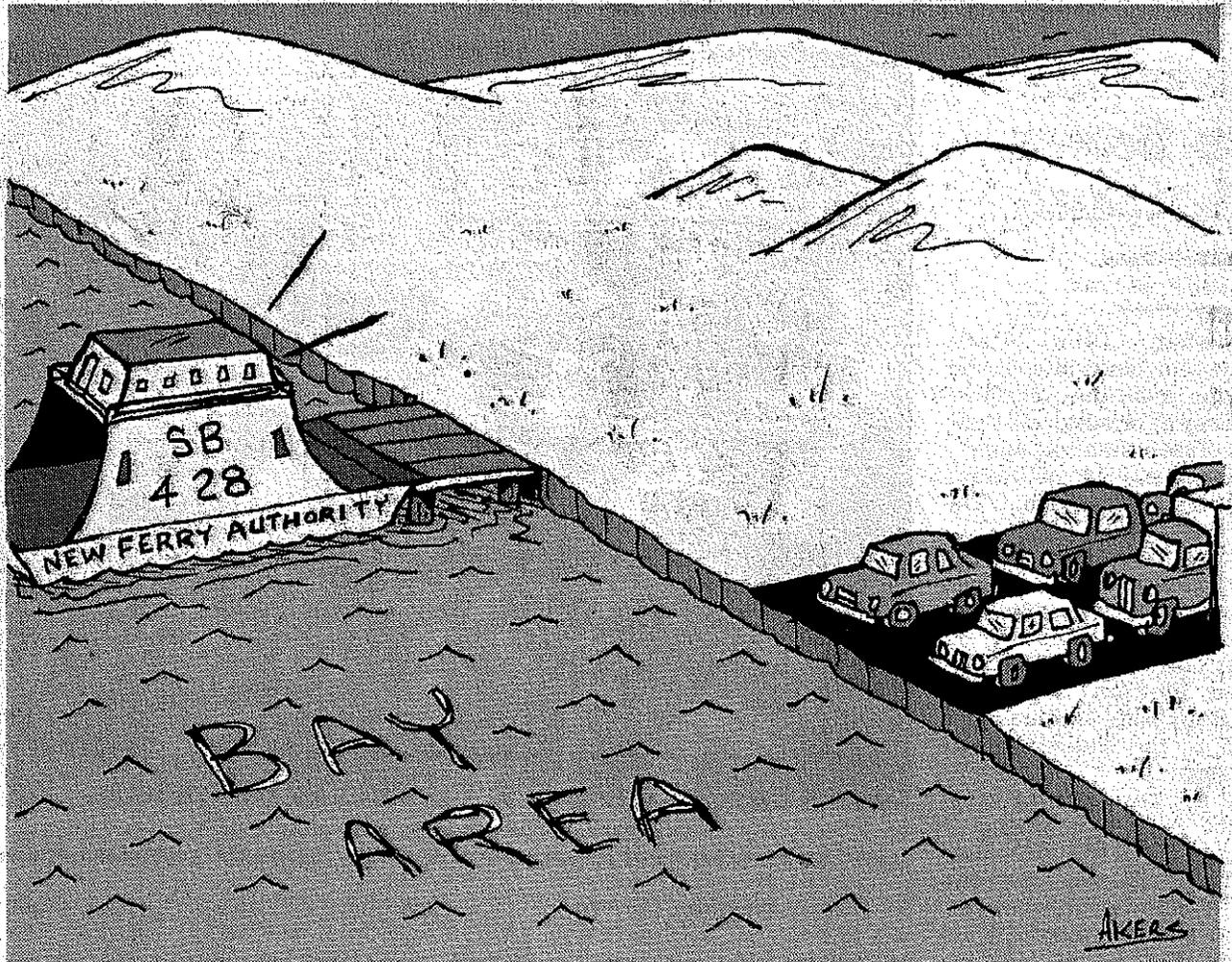
The bill's author, Don Perata, D-Alameda, said he would seek money in next year's state budget to pay for the study.

Seems more logical that the study should come first. Once recommendations are offered, and an appropriate vision is shared, an entity such as the Bay Area ferry authority could see those goals to fruition.

Transit is an enormously important issue, and ferries will undoubtedly be one of several solutions to ease Bay Area traffic woes. But this bill seems to have gotten its priorities a little mixed up.

Transit Lesson No. 1: Don't put the cart before the horse.

“  
*An entity such as a ferry authority could see those goals to fruition.*  
”



"OOPS! MAYBE WE SHOULD HAVE STUDIED THIS PLAN FIRST"

DL 9/19/99  
**Seeking a solution**

**Future of Leisure Town Road is murky**

The saga of Leisure Town Road will continue for weeks following a meticulous examination of if, how and when to widen a country road that has become a crucial traffic artery in Vacaville. The end result must be a safer street for residents.

While the end result remains unclear at this juncture, what has become quite decisive is public opinion regarding the proposed reliever route for Interstate 80. Vacaville's contribution to an alternative for local traffic heading to Fairfield, Travis Air Force Base and Suisun City would be a wider Leisure Town Road, soon to be renamed Jepson Parkway.

Some public sentiment opposing a four-lane roadway was inevitable. Some longtime rural residents east of Leisure Town Road cannot be happy with the changes proposed. But the majority of residents who live south of the freeway in the eastern portion of the city certainly will find benefit in a more expedient route to the interstate freeway.

When traffic is siphoned off other internal city streets and roadways, con-

gestion will be relieved in places one might not expect to see improved. In effect, Leisure Town Road is a community project, not just something that will affect nearby residents and landowners.

“  
*Leisure Town Road is a community project, not just something affecting nearby residents.*  
”

Vacaville's City Council would love to have a safe, four-lane roadway devoid of traffic. It would like the federal government to pay for some of the improvements. And it would like to skip altogether any discussion of the Jepson Parkway and the reliever route, a

project in the news for months, if not years.

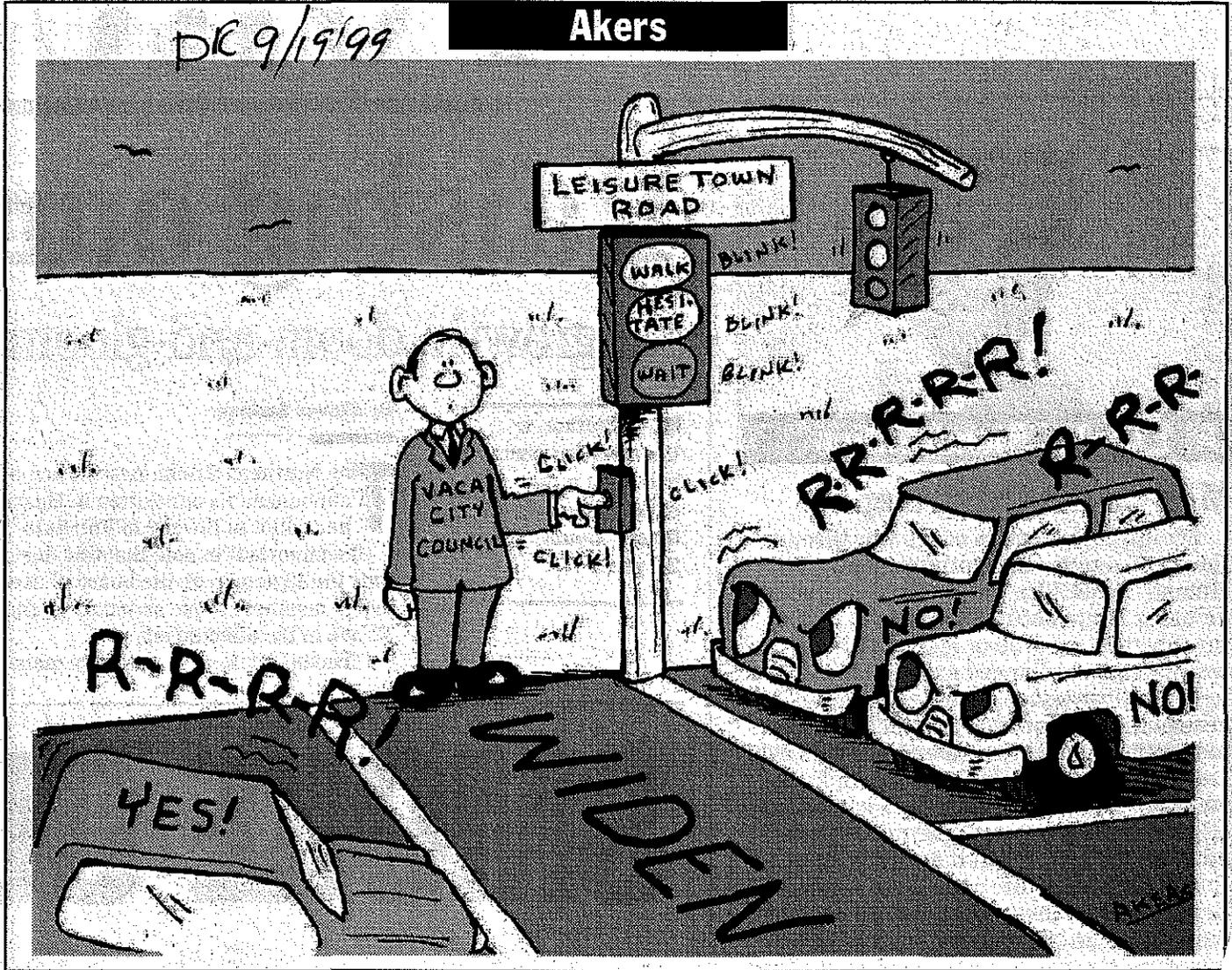
That is simply not going to be the case. There will be strings attached. The goal, as we have endorsed before, is widening Leisure Town to four lanes by improving the bridges. That is a necessity regardless of whether there is a reliever route in our future.

Does the city have the wherewithal to do that? Probably not without some type of compromise with reliever route officials, who will help the widening project in return for help with an alternative route for I-80 traffic.

It is not going to be an easy solution.

DC 9/19/99

Akers



## Road improvements help economy

Reporter Editor:

I want to thank the city of Vacaville for approving the improvements for Leisure Town Road. I wish to commend the Planning Commission and the City Council for the judgment and vision and our very able city manager and his hard-working planning staff for their diligent efforts in putting this whole package together.

The city saw the right thing to do and they did it. Government works. Now, I want to rebut certain arguments put forth by the opposition.

- Air pollution will blow easterly on to rural areas by the prevailing winds.

- Property values will not be adversely affected. Property values are affected mainly by economic forces, such as supply and demand, mortgage interest rates, unemployment and the general economy. As a matter of fact, a good north-south arterial street like Leisure Town Road serving southeast Vacaville will actually cause property values to go up.

Ed Stahl  
Vacaville

DR 9-28-99

x

# A call to alter bus, road mix

CC Times  
10-4-99

■ A proposed suit says 53 percent of the budget over the next 20 years is not enough for public transit

By Robert Oakes

TIMES STAFF WRITER

OAKLAND — Freeway improvement projects throughout the Bay Area could be slowed or shut down if a little-known environmental group prevails in a planned lawsuit against regional authorities.

Backers of the legal action recently filed a 60-day notice of intent to sue — required before suing under the federal Clean Air Act — against the Metropolitan Transportation Commission, based in Oakland, plus several federal transportation agencies.

The claims are technical, but if successful could trigger a bottom-line principle: Putting more dollars into one form of transit could take funds away from planned road, highway or bridge construction.

Current government plans will only clog roads with more and more cars, said David Schonbrunn, president of the Transportation Solutions Defense and Education Fund, which filed the notice of intent to sue.

"This represents a really horrible place for the Bay Area to be heading," Schonbrunn said.

Regional authorities said they are befuddled by the allegations, because in the next 20 years they'll spend nearly 53 cents of every transportation dollar on public transit, even though transit trips account for less than 7 percent of all daily travel in the Bay Area. Auto travel, including car-

See TRANSIT, Back Page

PAGE 12

# Transit

FROM PAGE A1

pooling, represents nearly 85 percent.

"This is the Bay Area, and it's a very pro-transit, pro-environment place. We think that's great," said Steve Heminger, MTC deputy director. "But at some point we have to face facts. The allegations that we're biased toward highways is wrong on its face."

The threatened litigation follows more detailed suits and claims in Atlanta and Sacramento, where environmental and community groups wanted specific road and highway projects stopped because they believed the construction would harm air quality and worsen traffic congestion.

The Bay Area notice of intent to sue centers around a 1982 MTC pledge to reduce air pollution by putting 15 percent more people onto six major transit systems.

Passenger levels regionally have remained flat, a trend observers credit to continued low gasoline prices, suburban housing development and movement of job centers to outlying areas such as office parks with limited transit service.

Transit trips accounted for 7.1 percent of all Bay Area weekday trips

**"Trying to figure out how to get from my house, and then get to Walnut Creek BART for the commuter bus, and then get to my job, I just lost interest."**

— Morjana Lee Coffman, Pleasant Hill

in 1970 and 6.7 percent in 1990, the MTC said. Transit will account for 6.4 percent of trips in 2020, while auto travel will be 84.1 percent.

It's unclear whom the pro-bus transit argument might win over in the East Bay, where driving remains the dominant form of travel.

Some commuters said they've tried public transit but found it slow and frustrating.

Morjana Lee Coffman of Pleasant Hill works as a customer support liaison in San Ramon. She considered taking a commuter bus from Walnut Creek BART, but abandoned the idea.

"Trying to figure out how to get

from my house, and then get to Walnut Creek BART for the commuter bus, and then get to my job, I just lost interest," Coffman said.

Coffman works a flexible shift and drives after rush-hour backups have eased on Interstate 680. "I have a very good employer," she said.

Meanwhile, the notice of intent to sue doesn't propose taking money away from any specific highway or BART projects, but the claim alleges that transportation funds aren't distributed fairly. Bus systems in particular deserve more money, MTC opponents contend.

Current funding priorities put too much money into costly BART extensions, "meanwhile, urban transit systems are suffering cutbacks and poor service due to underfunding," said the Sept. 17 notice of intent to sue.

Regional plans for the next 20 years include a range of transit projects plus high-profile freeway upgrades: widening Highway 4 in East Contra Costa, adding diamond lanes on Interstate 680 between Walnut Creek and Martinez, adding an I-580 auxiliary lane in Pleasanton and Livermore and adding an I-80 diamond lane from Hercules to the Carquinez Bridge.

The Transportation Solutions Defense and Education Fund is prepared to proceed with a lawsuit unless the MTC addresses its claims by mid-November, Schonbrunn said.

## BAY AREA TRAVEL FORECASTS

Category	1990	2020	% change
Daily person trips	18.1 million	24.7 million	+37%
Daily transit boardings	1.5 million	2.1 million	+36
Average daily vehicle miles traveled within Bay Area	93.6 million	136.6 million	+46
Average daily vehicle miles traveled interregional	14.1 million	30.2 million	+115
Average roadway speeds, a.m. peak	42.4 mph	39.6 mph	-7
Average daily vehicle hours of delay	105,000	366,000	+249
Average travel time to work	24.5 minutes	26.9 minutes	+10

Source: Metropolitan Transportation Commission 1998 Regional Transportation Plan, online at [www.mtc.ca.gov](http://www.mtc.ca.gov)

The MTC already bolstered its case with a January opinion from the U.S. Department of Transportation, which said the MTC met the 1982 standard, called a Transportation Control Measure.

Some environmental and urban community organizations, particularly bus transit advocates, voiced support for potential legal action. Some have criticized the MTC for years about putting money into high-

ways and BART.

"It shows that over the last 17 years, we haven't put our money where our mouth is in terms of public transit," said Cameron Yee, transportation project equity coordinator for Urban Habitat, a San Francisco-based group.

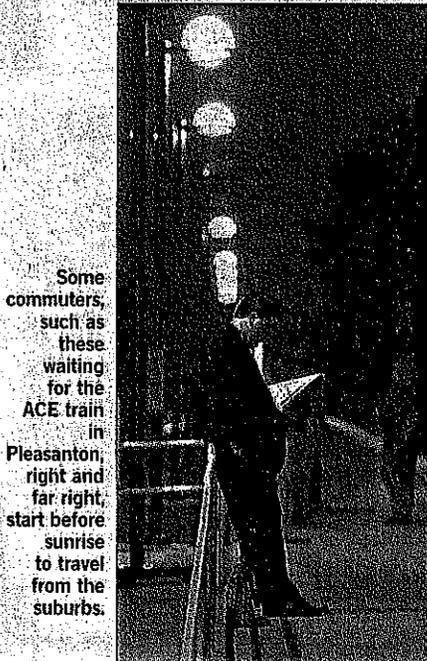
Robert Oakes covers transportation. Reach him at 925-977-8432 or [roakes@cctimes.com](mailto:roakes@cctimes.com).

# Longer commutes put strain on families



PHOTOS BY MICHAEL MALONEY / The Chronicle

Commuters rushed to catch the Altamont Commuter Express train in Pleasanton. The trade-off for a life in the suburbs may be a very long commute.



Some commuters, such as these waiting for the ACE train in Pleasanton, right and far right, start before sunrise to travel from the suburbs.

## Whirl of Pain

By Jason B. Johnson  
CHRONICLE STAFF WRITER

**F**our years ago, the Ghinazzi family left the Bay Area to buy their dream home in Tracy.

But the dream turned into a nightmare. Mark Ghinazzi was forced to commute at least two hours a day to his job in Sunnyvale, leaving his wife, Kelly, to shoulder most of the daily demands of raising three young children.

The couple hardly saw each other. Their 13-year marriage buckled under the strain, and then fell apart.

"He was gone a lot of the day. I was home with the kids," said Ghinazzi, whose house is being sold as part of the divorce. "Finally, it was too much stress."

Much has been written about how the

stress of commuting can create "road rage." But daily drivers, marriage counselors and divorce lawyers say a less talked-about — but more prevalent — casualty of the long-distance commute is the toll it takes on families and physical health.

Long-distance commuters are twice as likely to have high blood pressure as those who travel short distances, according to a study con-



*"When you spend... two or three hours or more commuting, it takes a toll."*

JENNIFER TEGEL  
Marriage and family therapist

► DRIVING: Page A22 Col. 1

# Longer Commutes Causing More Stress for Families

## ► DRIVING

From Page A19

ducted by Joyce Walsleben, director of New York University's Sleep Disorders Center.

"They definitely tend to get less sleep, even when they try to make it up over the weekend," said Walsleben, whose study concluded that

people should not spend more than one hour and 15 minutes commuting to work.

For decades, families have flocked to the suburbs in search of a better quality of life. But commutes lasting two hours or more for those in outlying cities such as Antioch, Benicia, Gilroy, Windsor and Stockton put intense pressure on workers

and their families.

Chinazzi said getting up at 4 a.m. each day took a lot out of her husband and made it difficult for them to work on their marriage.

"Those of us way out in the far suburbs (often) encounter that," said Jennifer Tegel, a marriage and family therapist in Benicia who has had patients who drive from Vaca-

ville to San Francisco International Airport.

"When you spend eight hours at work and two or three hours or more commuting, it takes a toll," Tegel said. "The further people commute, the more intense it gets."

Tegel said the stress is often expressed as frustration, anger and resentment at being away from one's family.

"Frequently, they'll present themselves as having just marital problems, and when you look below the surface, it's stress-related," Tegel said.

Stockton clinical psychologist Timothy Miller said that of the 12 to 15 couples he sees a week, about half are struggling with these kinds of pressures.

His clients travel primarily to the East Bay, although some commute to San Francisco, Sacramento and Fairfield.

Lengthy commutes leave little time for shopping and other chores, and almost no time for couples to enjoy each other's companionship.

Road warriors also complain about a lack of sleep.

Americans have added about 158 hours to their yearly work commute time since 1969, hours that are subtracted from sleep, according to the National Sleep Foundation.

Carol Rodríguez, director of the Institute of Stress Medicine in Norwalk, Conn., and co-author of a book on road rage and stress management, said people who have lengthy commutes often exhibit signs of stress in their personal lives and in the workplace.

Rodríguez said commutes lasting one to two hours are enough to cause extreme anxiety and stress. She suggests listening to instructional or relaxation tapes and ensuring that the inside of the car is functional and has all the items the commuter needs to reduce tension.

But the most direct way to cut stress is to cut down on commute time, she said.

"Step 1 is, why are you living two hours away from your job?" Rodríguez said.

The answer is simple for many in the Bay Area: Because of skyrocketing real estate prices, families often find themselves beyond the edges of the Bay Area — Santa Cruz, for example — in search of affordable housing.

As a result, commutes are getting longer throughout the Bay Area.

The average commute time has risen from 27.5 minutes in 1996 to 30.2 minutes in 1999, according to commuter surveys conducted by RIDES for Bay Area Commuters, an organization that promotes car and van pooling.

The average one-way commute distance has gone from 15.3 miles in 1996 to 16.6 miles in 1999.

During the past 13 months, Richard Little has tried almost every available combination of public and private transit to make his daily commute from Walnut Creek to Redwood City less of a headache.

He tried leaving a parked car at a BART station near his job and various travel routes along Highway 101, Interstate 680, I-580, I-880 and the San Mateo Bridge.

Nowadays, he simply wakes up around 4 a.m., hits the road by 5 and reaches the office about an hour later.

"It does influence your life drastically," said Little, a vice president of Wilson Cornerstone, a firm that leases and manages office buildings.

"My wife and I are on a totally different schedule," he said. "What happens is, you don't have any evening. You don't have any time with

each other."

Groups such as the San Rafael Chamber of Commerce and the San Mateo County Economic Development Association have emphasized the need for building more affordable housing closer to area job centers and for improved transit services.

Elisa Giambastiani, president and chief executive officer of the San Rafael Chamber of Commerce, said businesses have repeatedly told her through the years that they have lost money because employees must travel long distances to work.

Tracy attorney Mark Connolly said his support for a local slow-growth initiative was spurred in large part by the number of long-distance commuter families he has seen fall apart.

"In divorces, we run into it all the time. I have seen a pattern here," said Connolly, who has practiced in the area for the past 16 years. "Tracy is a big commuterville."

"I feel we are doing them a disservice by providing them with this cheap housing and having them make these long commutes. I don't see how they do it half the time."

# Ferry bill lands on Davis' desk

## Vallejo wins amendments to controversial transit plan

By **JASON HOPPIN**  
Times-Herald staff writer

**W**ith last-minute changes that won Vallejo's support, the state Senate approved a bill Friday aimed at creating a network of commuter ferries to cruise San Francisco Bay.

The legislation was sent to the governor for consideration.

Senate Bill 428, authored by Sen. Don Perata, D-Oakland, would create the 11-member San Francisco Bay Area Water Transit Authority, staffed with transportation experts, business executives, environmentalists and Bay Area elected officials — including one from Vallejo — charged with drawing up a regional ferry transit plan.

(See **FERRY**, A2)

## Ferry

(From A1)

"The Bay Area is choking in traffic congestion and air pollution, and exploring the option of putting more ferries on the bay offers the promise of some safe, clean relief," Perata said.

At first, Vallejo's opposition to the bill was vehement, but on numerous trips to Sacramento, Mayor Gloria Exline lobbied hard for an amendment to put a Vallejo representative on the board. Exline said Friday she wants the representative to be an elected official, possibly the next mayor.

For now, she is cautiously optimistic about the future of what many consider one of Vallejo's best success stories — the ferry system.

"We did everything we can to protect the city," Exline said.

Assemblymember Pat Wiggins, D-Santa Rosa, worked with the city in creating the amendment. "I am so happy — thrilled — that we got this right for Vallejo. We got a deal," Wiggins said.

The bill passed through the Assembly late Thursday night on a 42-26 vote.

But state Sen. Wes Chesbro, D-Arcata, opposed the bill, though he abstained from Friday's vote. Chesbro said he didn't want to create the impression he was opposed to regional ferry transportation, but said the bill was flawed. He warned it could create

further fragmentation of regional transportation systems.

"We're going to wind up with an even less coordinated system than we have now," Chesbro said.

He was also worried the amendments favored by Vallejo would not protect the city's ferry system.

"Having one vote on the authority doesn't address Vallejo's concerns in the long run," Chesbro said.

City officials have been concerned the new plan would eventually dry up one of the major funding sources for the city's ferries; bridge tolls paid to the city through the Metropolitan Transportation Commission. The MTC opposed the bill.

"(The authority) clearly can't be allowed to affect existing successful systems," Chesbro said.

San Francisco and Oakland, which both have ferry systems, would also have representatives on the authority.

Although most legislators say expanding the Bay Area's ferry system is a good idea, the struggle now will be over how to do it. Some observers say the MTC and the new authority would be headed for a tussle over transportation funding.

Some estimates place the price tag for a new ferry system at \$2 billion. It could carry as many as 20 million passengers a year. Since the bill doesn't include funding, implementation of any plan would have to come back to the Legislature for a vote.

Vallejo is trying to stay friendly with the MTC while protecting its interest with the possible new authority.

"It's a very delicate balance that we've had to work. It certainly was very stressful for all of us," Exline said. "We're on a tightrope."

Both Chesbro and Wiggins praised Vallejo's ferry system, saying it could serve as an example for a regional system.

"Vallejo has done it and they've done it on their own," Wiggins said. "Vallejo's poised to become the gateway to the wine country and the Sacramento corridor."

Gov. Gray Davis has until Oct. 10 to act on the bill.



DATE: October 5, 1999  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
SUBJECT: 1999 Solano County Congestion Management Program (CMP)

**Background**

The Draft 1999 Solano Congestion Management Program was released in July for public comments. Various technical comments were received from the following agencies:

City of Benicia Planning Development  
City of Dixon Public Works Department  
City of Fairfield Transportation Division  
City of Suisun City Public Works Department  
City of Vallejo Transportation Division  
County of Solano Transportation Department

All of the comments have been incorporated into the revised CMP dated September 1999 including the following suggestion from the County of Solano:

The County suggested that Vanden Road between Peabody Road and Leisure Town Road extension and the new intersection of Vanden Road and Peabody Road, (both part of the Jepson Parkway) be included in the CMP roadway system. A portion of Walters Road in Suisun City is already in the program. It is proposed that a LOS standard of "E" be adopted for both segments. The individual cities and the County can adopt higher standards, but these standards would be used for monitoring purposes only as part of the CMP program. The TAC supported adding both these segments to the CMP but recommended that the intersection at Peabody Road and Air Base Parkway be deleted from the CMP since the Jepson Parkway is now proposed to run along Vanden Road instead of Peabody Road as originally planned in 1991. Additional monitoring on both of these similar and closely spaced intersections is not needed for the CMP. The member agencies would begin monitoring the new segments for the 2001 CMP.

Level of Service (LOS) calculations have also been received for most of the monitored segments and have been incorporated into Attachment G. For the LOS data received to date, none exceed the adopted LOS standards of the CMP.

MTC submitted a letter dated August 26, 1999 (see attached). They determined that the draft 1999 CMP meets the requirements for CMP conformance set forth in MTC Resolution 3000, Revised. They had two comments on the capital improvement program. These include:

1. Pavement rehabilitation on I-80 between the Carquinez Bridge and Highway 37. Although this project is in the Solano CIP but not in MTC's RTP, it is a 1999-00 Caltrans SHOPP project and should be included in the CIP and incorporated into the next RTP.

2. The 1998 RTP Track 1 includes the Jepson Parkway Project (I-80 Reliever Route) for a total of \$127.8 million. The Capital Improvement Program (CIP) has been revised to reflect this total amount.

This meeting has been advertised as a public hearing and a notice was published in the Vacaville Reporter, Fairfield Daily Republic and Vallejo Times-Herald. The final CMP needs to be submitted to MTC by October 31 per MTC guidelines.

**Fiscal Impact**

None.

**Recommendation**

Hold public hearing and adopt Resolution approving the Final 1999 Solano CMP

Attachment

**RESOLUTION NO. 99-**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
APPROVING THE 1999 SOLANO CONGESTION MANAGEMENT PROGRAM**

**WHEREAS**, Government Code 65089 et seq. (as amended by AB 2419-Bowler), states that a congestion management program shall be developed, adopted and biennially updated for every urbanized county; and

**WHEREAS**, a public hearing notice was advertised in newspapers of general circulation; and

**WHEREAS**, the Solano Transportation Authority (STA) is designated the congestion management agency for Solano by a Joint Powers Agreement executed by the cities and county of Solano; and

**WHEREAS**, the 1997 CMP will be superseded by this 1999 CMP which was prepared in accordance with state, regional and local guidelines and input from MTC, the cities and county.

**WHEREAS** the STA Board also determines that all member jurisdictions are in compliance with the 1997 Solano Congestion Management Program.

**NOW, THEREFORE BE IT RESOLVED** that the STA hereby adopts the 1999 Solano Congestion Management Program dated October 1999 and forwards it to MTC for final review and approval.

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Rischa Slade, Chair  
Solano Transportation Authority

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 13th day of October, 1999.

---

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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Web site: www.mtc.ca.gov

October 6, 1999

*James T. Beall Jr., Chair*  
Santa Clara County

*Sharon J. Brown, Vice Chair*  
Cities of Contra Costa County

*Ralph J. Appenzano*  
Cities of Alameda County

*Kelth Antell*  
U.S. Department of Housing  
and Urban Development

*Sue Ricciana*  
City and County of San Francisco

*Mark DeSautier*  
Contra Costa County

*Dorene M. Giucopini*  
U.S. Department of Transportation

*Mary Griffin*  
San Mateo County

*Mary V. King*  
Alameda County

*Steve Kinney*  
Marin County and Cities

*Sue Lampert*  
Cities of San Mateo County

*John McLennan*  
Cities of Santa Clara County

*Charlizzo B. Powers*  
Association of Bay Area Governments

*Jos Rukin*  
San Francisco Mayor's Appointee

*Angelo J. Simacua*  
San Francisco Bay Conservation  
and Development Authority

*James P. Spering*  
Solano County and Cities

*Kathryn Winter*  
Napa County and Cities

*Sharon Wright*  
Sonoma County and Cities

*Harry Yokota*  
State Business, Transportation  
and Planning Agency

*Lawrence D. Dubins*  
Executive Director

*Steve Heninger*  
Deputy Executive Director

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

**RE: REVISED COMMENTS ON THE DRAFT 1999 SOLANO CONGESTION  
MANAGEMENT PROGRAM**

Dear Mr. Halls:

Thank you for submitting a copy of the 1999 *Solano Congestion Management Program Draft* to MTC for review. As you know, MTC is legally required to evaluate Bay Area congestion management programs (CMP) for consistency with the *Regional Transportation Plan (RTP)*, and for consistency and compatibility of the programs within the region.

Our initial comments on the *1999 Solano Congestion Management Program Draft* was sent to you in a letter dated August 20, 1999. Since that time, the CMP Draft has been revised according to comments received during the public review period. This letter includes our comments of your *1999 Solano Congestion Management Program (9/99)*, which was reviewed in conformance with policies outlined in MTC Resolution 3000, Revised. We offer the following comments:

1. Goals and objectives established in the RTP
  - The RTP goals and objectives pertaining to the Metropolitan Transportation System (MTS), freight movement, equity, the environment, economic vitality, and community vitality (including land use/transportation coordination) are reflected in the CMP document.
2. Consistency of the system definition with adjoining counties
  - The CMP designated system is consistent with that of the adjoining counties in the Bay Area for MTS facilities that cross county borders.
  - STA staff has indicated that the I-80 Reliever Route (Jepson Parkway) will be included in the CMP system for the purposes of CMP monitoring. Although the I-80 Reliever Route can be added without any concerns for the purpose of our consistency review, it may be better to formally add the I-80 Reliever Route to the system after the upgrades and new facilities are constructed. This might avoid problems later should the I-80 Reliever Route not be built exactly as now envisioned, especially since projects in the CMP system cannot be removed from the system.

3. Federal and State air quality plans
  - Transportation control measures (TCMs) that can be locally implemented are appropriately identified and give consideration in the CMP. However, two TCMs are omitted from Table IV on page 39: Federal TCM 10 (Develop Information Program for Local Governments and Federal TCM 23 (Employer Audits). Please check to see if these TCMs can be locally implemented and then add to the CMP if appropriate.
4. Consistency with MTC's travel demand model
  - MTC has received materials from your staff documenting the assumptions and methodologies used in the CMP travel demand modeling. Chuck Purvis will be reviewing your model for consistency with the MTC travel demand model and sending you comments directly.
5. RTP financial assumptions
  - While MTC will make consistency findings of the 1999 CMP with the 1998 RTP, MTC's consistency findings for specific projects are limited to those CMP projects that are included in the 1998 RTP, and do not extend to other projects that may be included in the CMP. Some projects may be found consistent with a program category in the RTP. Projects that are inconsistent with the RTP are not eligible for federal or state funding through the Regional Transportation Improvement Program (RTIP) process. MTC may include certain projects or programs in the RTIP which are not in a CIP, but which are in the RTP. In addition, SB 45 requires projects included in the Interregional Transportation Improvement Program (ITIP) to be consistent with the RTP. CMP projects that are not included in the 1998 RTP are listed in Attachment A.
  - In our previous letter, we identified the project described as "Pavement Rehabilitation on I-80 from the Carquinez Bridge to Highway 37 in Vallejo" as being inconsistent with the 1998 RTP. However, upon further review, this project is found to be consistent with a program category in the RTP.

#### Review Process

MTC is scheduled to make consistency findings of the 1999 CMPs with the 1998 RTP in November 1999. Note that MTC cannot make a consistency finding until the CMP has been officially adopted by the CMA. We have requested the congestion management agencies submit their final CMPs by October 31, 1999. Subsequently MTC staff is scheduled to take their recommendations on CMP consistency findings to the Work Program Committee and the Commission on November 12 and November 18 (tentative) respectively.

Please feel free to contact me at 510.464.7809 or Valerie Knepper at 510.464.7821 if you have any questions.

Sincerely,



Ashley Nguyen

Transportation Planner/Analyst

cc: Valerie Knepper, MTC  
Dan Christians, STA

C:\My Documents\special projects\cmp-solano3.doc

**Attachment A**  
**Projects in the 1999 CMP that are NOT included in the 1998 RTP**

<b>1999 CMP CIP Project</b>	<b>RTP Status/Issue</b>
I-80 Reliever Route, Phase I	<p>The 1998 RTP Track 1 includes the I-80 Reliever Route (Phase 1), including I-80/Leisure Town Road interchange improvements with the following fund amounts:</p> <p>Track 1 Funds: \$98.5 million Non-Track 1 Funds: \$28.9 million Total Costs: \$127.4 million</p> <p>Please make sure that this funding amount is reflected in the CIP.</p>

**SOLANO COUNTY  
TRANSPORTATION DEPARTMENT**

333 Sunset Avenue, Suite 230  
Suisun City, California 94585

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



08-23-1999 10:43 AM

**John Gray, Director**

Lonnie Baldwin  
Administration  
(707) 421-6064

Paul Wiese  
Engineering  
(707) 421-6072

Eben Stevens, Operations  
(707) 421-6055

**Date:** August 23, 1999

**MEMORANDUM**

**TO:** Dan Christians  
STA Deputy Director for Planning

**FROM:** John Gray

**SUBJECT:** Comments on Draft 1999 Solano CMP

I have only the following few comments on the draft:

- 1) Table I, p. 9 - the figure for Vacaville for 1950 is incomplete. It should probably be 3160.
- 2) Top of p. 10 - Projections 96+” Is this the correct designation?
- 3) Section 3 - It seems to me that the Jepson Parkway should be part of “The System”.
- 4) p. 23 - Solano Paratransit is listed twice under the systems that Solano County contributes to.
- 5) p. 36, first line - should read, “ABAG populations projections”.
- 6) Section 9, p. 43, Item 1) reads, “Consistency with the LOS . . . that fall under point 5 below . . .” Should this read point 4 below?



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

August 19, 1999

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

RE: 1999 Solano Congestion Management Program

Dear Dan,

Thank you for the opportunity to review the above document. We have very few comments; the document is well composed.

Substantive

Page 22 third line: ...also operates the Southampton Express providing five daily non-stop roundtrips...

6th line: ...Annual operating subsidy for the service is about ~~\$425,000~~ \$395,000.

second paragraph: In addition to its fixed-route transit services, Benicia funds operates an intracity curb-to-curb Dial-a-Ride program open to the general public (as well as the elderly and handicapped discount fares are available for elderly and disabled passengers). Based on FY 95-96 ~~98-99~~ data, the annual operating cost of the program is about ~~\$300,000~~ \$272,000 of which ~~\$60,000~~ \$38,000 comes from user fares. Approximately ~~40,000~~ 28,000 trips are provided annually.

third paragraph: Benicia also participates in the Run About paratransit service, which provides intercity trips for Benicia to Vallejo, Fairfield, and Pleasant Hill BART.

28

Editorial

Page 14      Section 3: should read Military West, not Military Way  
Page 15      top of page: beginning of sentence missing  
Page 22      5th line from top: remove second period after word "Air"  
Appendix G:    2nd page: should read Military West, not Military Way

If you have any questions, do not hesitate to give me or Brenda Gillarde a call.

Sincerely,

  
John Bunch  
Planning Director

cc:      Brenda Gillarde, Principal Planner  
         Michael Throne, Senior Civil Engineer

[f:\planning\brenda\99cmp.ltr]



DATE: October 6, 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 September 8, 1999
- B. Draft Minutes of September 29, 1999 TAC Meeting
- C. TFCA Funding Agreement with the BAAQMD and Funding Agreements with Project Sponsors
- D. Unmet Need Hearing
- E. Citylink Route 30 Fares
- F. Solano Partnership Healthplan Proposal
- G. Legislative Report



**SOLANO TRANSPORTATION AUTHORITY**

**Minutes of Meeting of  
September 8, 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 Jim Spering with a second by Steve Gizzi, the agenda was approved by the STA Board.

<b>MEMBERS PRESENT:</b>	Steve Gizzi Chris Manson Steve Lessler Marci Coglianese John Silva Jim Spering Rischa Slade Dan Donahue	City of Benicia City of Dixon City of Fairfield City of Rio Vista County of Solano City of Suisun City City of Vacaville City of Vallejo
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**MEMBERS  
ABSENT:** None

<b>ALSO PRESENT:</b>	Teresa Lee Jim Weddell Alan Nadritch Morrie Barr Kevin Daughton Paul Hom Gary Leach Bernice Kaylin John Gray Daryl K. Halls Dan Christians	BAAQMD CHP-Solano City of Benicia City of Fairfield City of Fairfield City of Vacaville City of Vallejo League of Women Voters Solano County STA STA
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Matt Todd  
Stacy Medley  
Chuck Lamoree  
Melinda Stewart

STA  
STA  
STA Legal Counsel  
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 ferry bill, SB 428 (Perata), was on the floor of the Assembly and would go back to the Senate for concurrence if the Assembly approves it which is likely. SCA 3 didn't get the 2/3 vote in the Assembly so it is now a two-year bill.

### **V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC**

Jim Spering said that an MTC newsletter with items about Solano County will be coming out within a month.

### **VI. PRESENTATION BY TERRY LEE OF THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD)**

Terry Lee described the BAAQMD's Clean Air Plan, the Transportation for Clean Air Fund (TFCA) and the Spare the Air Program. She said that the new Clean Air Plan has been approved and is being reviewed by the EPA. The TFCA program has provided nearly \$250,000,000 in funding over the past 10 years for clean air projects and the next Regional TFCA deadline will be June 30, 2000. The Spare the Air Program has been very successful and Solano County has been participating in it since 1992.

Then there was discussion on MTBE's, casual park-n-ride lots and SMOG Check II.

### **VII. CONSENT AGENDA (Any consent item can be pulled for discussion)**

On a motion by Jim Spering with a second by Steve Lessler, the following Consent Agenda was approved by the STA Board:

#### **A. Minutes of Meeting of July 14, 1999**

*Recommendation: Approve minutes of the STA Board meeting of July 14, 1999*

#### **B. Draft Minutes of August 25, 1999 TAC meeting**

*Recommendation: Review draft minutes of the August 25, 1999 TAC meeting*

- 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"*
- D. Appointments to PCC**  
*Recommendation: Approve Appointments to the Paratransit Coordinating Council*
- E. MTC Draft procedures for STIP Amendments and Time Extensions**  
*Informational*
- F. Preliminary Guidelines Proposed by MTC for TEA-21 Cycle 2**  
*Informational*
- 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*
- 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 for Livable Communities Planning Grant*

**VIII. ACTION ITEMS: NON-FINANCIAL**

**A. Solano County Comprehensive Transportation Plan**

Daryl Halls outlined the major reasons why the STA should complete a comprehensive transportation plan. Dan Christians listed the past transportation planning efforts in Solano County. He described the main benefits of the plan, a proposed process, tasks and the next steps.

Jim Spering said he would like the plan to develop transportation strategies for the smaller cities as well as the larger ones. He said it was important to protect the infrastructure for all communities. Marci Coglianese agreed with Member Spering's concerns about the smaller cities even though they have a much smaller economic base.

Steve Gizzi said he was supportive of the plan but was concerned about 2 ½ years proposed in the schedule. Daryl Halls said that staff would bring back a more expedited schedule where possible.

Jim Spering said the planning effort needs a goal statement for the process such as including the need for economic development. Dan Donahue asked how the comprehensive plan would relate to the annual priority projects. Daryl Halls said that the STA should still develop annual priorities but the plan would help identify what those annual priorities should be.

After further discussion, on a motion by Chris Manson with a second by Steve Lessler, the STA Board approved the basic process, tasks and products proposed for Solano County Comprehensive Transportation Plan.

**B. Blueprint for the 21<sup>st</sup> Century**

Matt Todd presented this staff report and described the purpose of the Blueprint. He said that some initial projects had been submitted to MTC and, based on the recommendations of the Consortium and TAC, some additional projects were being recommended. Daryl Halls said that several of the projects that had been nominated fell outside the regional context of the plan and are not being recommended. Further analysis needs to be made for those projects in the comprehensive transportation plan. Daryl Halls said the Blueprint is not like the Regional Transportation Plan (RTP) which has funding sources identified for each project.

On a motion by Steve Lessler with a second by Chris Manson the STA Board voted to approve the Solano County projects recommended for the Blueprint for the 21<sup>st</sup> Century.

**C. LEGISLATION**

**AB 1012 (Torlakson) Transportation Project Delivery**

Daryl Halls described AB 1012 and said that if funds for a project were not allocated by a deadline, they would return to Caltrans and not be lost. On a motion by Marci Coglianese with a second by Dan Donahue the STA Board supported AB 1012.

**IX. INFORMATION ITEMS: NO ACTION NECESSARY**

The following information items were presented:

- A. Draft Project Monitoring Program**
- B. Request for Co-Sponsorship of November SEDCORP Transportation Meeting**
- C. Additional CMAQ Funding**
- D. Unmet Needs Hearing**

Daryl Halls said there had been as good response to the Draft Monitoring Program and two agencies, to date, had asked for consultant assistance services. Chair Slade noted that the Unmet Needs Hearing had been changed to November 3, 1999.

**X. FUNDING OPPORTUNITIES**

The following funding opportunities were noted:

- A. Traffic Engineering Technical Assistance Program (TETAP)**  
*Deadline: September 30, 1999*
- B. California Department of Parks and Recreation/Recreational Trails Program**  
*Deadline: October 1, 1999*

**C. California Department of Parks and Recreation Habitat Conservation Fund Program**

*Deadline: October 1, 1999*

**D. Environmental Enhancements and Mitigation Program**

*Deadline: November 15, 1999*

**XI. Board Members Comments**

Chris Manson requested that faxes (i.e. funding opportunities) sent to the Board members should also be faxed to agency staff and STA staff concurred.

Jim Spering noted the article recently published in the Chronicle about Suisun City. He said that Channel 5 will also be running a program on Suisun City.

Steve Lessler said that the City of Fairfield would like to open up Union Avenue as part of their downtown plan with the County of Solano and needs help with Union Pacific to get an at-grade crossing. He said it is important for both Fairfield and Suisun City.

Marci Coglianese said that Rio Vista has a new City Manager, Joe Donabed.

Rischa Slade said that Sharon Banks now has a talking computer to communicate and is doing well.

**XII. Adjournment**

On a motion by Chris Manson with a second by Steve Lessler, the STA Board meeting was adjourned at 7:26 p.m. The next meeting will be held on October 13, 1999.



**Draft**  
**TECHNICAL ADVISORY COMMITTEE**  
**Minutes of the meeting of**  
**September 29, 1999**

**I. CALL TO ORDER**

Daryl Halls called the regular meeting of the Technical Advisory Committee to order at 1:35 P.M. in the STA Board meeting room.

<b>Present:</b>	Hilmer (Ace) Forsen	Caltrans
	Julian W. Carroll	Caltrans
	Virgil Mustain	City of Benicia
	Michael Throne	City of Benicia
	Janet Koster	City of Dixon
	Ron Hurlbut	City of Fairfield
	Morrie Barr	City of Fairfield
	Kevin Daughton	City of Fairfield
	Eve Somjen	City of Fairfield
	Michael Lee	City of Rio Vista
	Julie Pappa	City of Suisun City
	Paul Hom	City of Vacaville
	Gian Aggarwal	City of Vacaville
	Mark Akaba	City of Vallejo
	Gary Leach	City of Vallejo
	Marci Malaster	City of Vallejo
	John Gray	County of Solano
	Paul Wiese	County of Solano
	Alix Bockelman	MTC
	Ashley Nguyen	MTC
	Daryl Halls	STA
	Dan Christians	STA
	Matt Todd	STA

## **II. CONSENT AGENDA**

On a motion by Paul Wiese with a second by Ron Hurlbut the following Consent Agenda was approved:

- A. Minutes of Meeting of August 25, 1999**
- B. Review Funding Opportunities Calendar**
- C. Legislation Update– Informational**
- D. List of Projects Submitted to MTC’s Blueprint for the 21<sup>st</sup> Century- Informational**

## **III. OPPORTUNITY FOR PUBLIC COMMENT**

No comments.

## **IV. COMMENTS FROM CALTRANS, MTC AND STA STAFF**

Julian Carroll reported that the funds for the Highway 12 planning study have been secured and they will now begin working on the planning process. Ashley Nguyen said the MTC Work Program Committee would discuss the projects submitted for the Blueprint on October 8. Alix Bockelman noted that the Solano unmet needs findings will be made at the MTC’s October Commission meeting. Alix said that that MTC had done some restructuring of their External Affairs Section and Alan Elliot will become Solano’s liaison.

## **V. CONSORTIUM UPDATE**

Matt Todd provided an update of the SolanoLinks Consortium. Major items discussed included the Consortium’s Goals, Citylink Route 30, Solano Partnership Healthplan, the SolanoLinks marketing program and park-n-ride issues in Vallejo and Vacaville.

## **VI. ACTION ITEMS**

### **A. Project Monitoring Program**

Matt Todd presented the staff report. He said that the list of projects has been revised and is about 95% complete. Matt said that some policies should also be prepared to address situations when project deadlines can not be met. Daryl Halls said that it will be important to flag critical milestones and work with Caltrans to get field reviews done early. He suggested that field reviews for a number of projects could be grouped for an agency. Morrie Barr said that the various segments for Jepson Parkway should also list the name of the city where the segment is located (in addition to the STA). Paul Wiese suggested that additional steps should be added to the list to help determine if a project is expected to be late. Janet Koster said that some projects like TETAP are handled by MTC and don’t need to be on the list. Ron Hurlbut said that TCI grants should be on the list.

On a motion by Ron Hurlbut with a second by Paul Wiese, the STA TAC 1.) approved the Project Monitoring Program and submitted it to the STA Board for final approval; and 2.)

recommended to the STA Board that the TAC develop policies to address the timely delivery of projects.

#### **B. Project Assistance Consultant**

Daryl Halls said that a collaborative effort between the cities of Benicia, Rio Vista and Suisun City has been underway to retain a consultant to assist in project delivery. A scope of work will be prepared and it is proposed that the STA will put in \$10,000 through December 2000 with the remainder from each of the participating cities. Morrie Barr asked what the total cost would be and Daryl Halls said it would be about \$50,000. Ron Hurlbut asked each of the representatives of the three cities what they thought of this proposal. Michael Lee, Julie Pappa and Michael Throne all said it would be very important for the delivery of their projects. On a motion by Michael Lee with a second by Michael Throne the TAC recommended to the STA Board for STA to coordinate consultant project delivery assistance for the cities of Benicia, Rio Vista and Suisun City.

#### **C. 1999 Solano County Congestion Management Program**

Dan Christians presented this report. He said that the widening of Vanden Road between Peabody Road and Leisure Town Road, and the new Peabody Road Cement Hill-Vanden Road intersection were proposed to be added to the monitoring program. Ron Hurlbut said that he didn't mind adding the new intersection but he requested that the existing intersection at Peabody Road and Air Base Parkway be removed since the Jepson Parkway now proposes to go up Vanden instead of Peabody. Morrie Barr asked John Gray if the County of Solano could help with the monitoring of the new intersection since part of the intersection is in the county. John said the county would be glad to cooperate. It was also agreed to use LOS E for the Vanden Road segment, like most other segments in the CMP system. On a motion by Ron Hurlbut with a second by John Gray the TAC approved the additional segments to the roadway system and approved the 1999 Solano CMP and submitted it to the STA Board for final approval.

#### **VII.B Highway 37 Update**

Katie Yim of Caltrans District 4 described the progress of the Highway 37 project including the mitigation program, the interchange of Highway 37 at Highway 29 and the highway widening from Mini Drive to the Napa River Bridge. She said that the mitigation was expected to commence in August 2000 and construction will begin in August 2001. She asked the TAC for their approval to move the installation of the landscaping from 2002-03 to 2003-04. This was needed so Caltrans could contract with a separate landscaping contractor instead of having it part of the main contract. Gary Leach said that he didn't see anything wrong with the request. Daryl Halls said that because this is STIP funded it needed STA Board approval. On a motion by Ron Hurlbut with a second by Janet Koster, the TAC voted to make this an action item. On a motion by Ron Hurlbut with a second by Mark Akaba the TAC supported the request to move the landscaping for the Highway 37 project to the year 2003-04 and forwarded the matter to the STA Board for final approval.

## **VI.E Solano County Comprehensive Transportation Plan**

Dan Christians presented the staff report and explained the major proposed tasks, schedule, draft budget, subcommittee structure and outreach effort. Ron Hurlbut asked what is the major purpose of the plan. Daryl Halls said that it was to develop priorities for funding programs such as for the 2002 STIP and federal earmarks, and to help build momentum for a local sales tax measure. Ron Hurlbut said that "System Preservation" should be a major part of the plan since there is a huge unfunded need. Daryl Halls said the plan will look at system preservation as well as growth areas that would need transportation facilities. Eve Somjen said she was very concerned about having a "Growth Section" but supported the rest of the plan. Daryl Halls said that the STA Board had requested that the plan have a discussion on growth. Ron Hurlbut said that a discussion on growth can create some controversies and that the STA should discuss that issue with the CAO's. Daryl Halls said that he had brought the plan before the city managers association and they had supported the effort. Daryl asked the TAC to help define the problem and develop the policies. John Gray said that he supported having a growth strategy since new or improved roads are often being called growth inducing.

On a motion by Paul Hom with a second by Michael Throne the TAC approved the proposed detailed process, draft budget, subcommittee structure and outreach program for the Solano County Comprehensive Transportation Plan and forwarded it to the STA Board for final approval.

## **VI.D 2<sup>nd</sup> Cycle TEA-21/STP/CMAQ**

Matt Todd presented the report and said that the STA has been requested to submit final projects to MTC by February 2000. He said that policies need to be developed for corridor management projects, safety projects and the mode split between roads and transit rehabilitation. There was discussion about scoring criteria, eastern Solano CMAQ funds, corridor management funds and safety projects. Gary Leach suggested that the western Solano jurisdictions apply for corridor management funds (about \$3 million) and the eastern Solano jurisdictions apply for eastern Solano CMAQ funds (about \$2.7 million). After further discussion on the pros and cons of this proposal, on a motion by Mark Akaba with a second by Ron Hurlbut the TAC agreed that only the western Solano jurisdictions apply for corridor management funds the eastern Solano jurisdictions apply for Eastern Solano CMAQ funds.

The TAC discussed funding for low cost safety projects. Morrie Barr suggested that 10% be taken off the top of the Corridor Management Program for safety projects. Gary Leach suggested that safety projects be funded with \$250,000 coming from rehabilitation funds and \$250,000 from corridor management funds. After further discussion, on a motion by Ron Hurlbut with a second by Janet Koster the TAC agreed 7-1 (with Vallejo voting against) to fund up to \$500,000 for safety projects from the Corridor Management Program.

Matt described the Corridor Plans prepared previously for the 25% Program and recommended that the same list be used again for the Corridor Management Program. It was the consensus of the TAC that both previously submitted and new projects could be submitted for this list.

The TAC then discussed the mode split for the rehabilitation program. Matt Todd described the previous split that had occurred that had occurred with Cycle 1 and the various options proposed for Cycle 2. Marci Malaster said that the Consortium had asked for a 50/50 split. Ron Hurlbut and Morrie Barr suggested that an 80/20 split would be a reasonable split. Michael Throne said that he was concerned that the City of Benicia should discuss their roads/transit needs before commenting on this split. Gary Leach said that he would offer a 70/30 split as a second option. It was the consensus to recommend a range of 80/20 to 70/30 for the split with a final decision to be made at the next TAC after talking further to the transit staffs.

Matt Todd said he would send out some information on "emphasis areas" for the Corridor Management Plans as requested by MTC.

### **VII.C Jepson Parkway Concept Plan Status Report**

Bob Grandy updated the TAC on the Jepson Corridor Concept Plan. He said that about \$50 million of projects has been funded with \$28 million of federal and state funds and \$22 million local. Six of nine projects have been funded including the Vanden Road realignment, three bridges in Vacaville, and the Walters Road widening in Suisun City. The Walters Road Extension in Fairfield, Vanden Road widening in the County of Solano and the Leisure Town Road Interchange would begin in a few years. Bob said the Concept Corridor Plan, basemapping and early environmental work have been underway since May 1999. He said that the Vacaville City Council recently voted to support an alternative alignment to Leisure Town Road, between 1250'-3800' easterly of Leisure Town Road. The STA Board was scheduled to discuss the proposed road alignment shift, the Concept Plan and a project description for the EIS/R during the next few months.

### **Other Items**

Daryl Halls briefly mentioned the possible need for a Countywide Expenditure Plan (Item VIII.A), Cycle 1 project status (Item VII. D), the awards nominations (Item VII.E), the interviews for Deputy Director for Projects on October 15 and the presentation by Denis Mulligan at the October 13 STA Board meeting.

### **VIII. AJOURNMENT**

The meeting was adjourned at about 4:00 p.m. The next meeting will be on October 29, 1999 at 1:30 p.m.



DATE: October 6, 1999  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
RE: TFCA Funding Agreement with the BAAQMD and Funding Agreements with Project Sponsors

**Background**

The STA is the Program Manager for the Bay Area Air Quality Management District's "40%" Transportation Fund for Clean Air Program. Approximately \$300,000 is available each year for qualified clean air projects. The program is funded from a \$4 surcharge on all automobiles registered in Solano County. Projects are submitted by STA member agencies, approved by the STA Board and then analyzed by the BAAQMD for consistency with their adopted criteria and approved by the BAAQMD Board of Directors. This year, the STA's Executive Committee was the screening committee for reviewing all applications.

For 1999-2000, the BAAQMD Board approved \$335,302 of projects for Solano County's 1999-2000 TFCA program (with \$11,820 remaining unallocated).

The City of Vallejo was approved by the STA to construct a fast charging station for an electric bus to replace the existing Mare Island shuttle bus with \$62,000 from this year's TFCA program. However, a separate \$200,000 regional TFCA application for the bus purchase was not approved by the Air District. Vallejo is now requesting to use \$17,000 of the \$62,000 TFCA grant for the leasing and operation of a different shuttle bus. The remaining \$45,000 is also proposed to be used for the construction of electric charging stations for fleet vehicles along with the leasing of some electric vehicles. A more detailed proposal has been requested by STA staff.

**Discussion**

It is proposed that the Executive Committee, at their October meeting, review the Vallejo request along with all partially funded projects submitted for this year (see attached list of projects). The committee would be requested to make a recommendation for the unallocated \$11,820 and the modified \$62,000 Vallejo grant (\$72,820 total). Staff would then bring back their recommendation on programming of these funds at the November STA Board meeting.

Also, a standard agreement by the BAAQMD has been submitted for signature by the STA. Staff would like to proceed with the execution of this agreement so the other projects can move forward quickly. A modification of the agreement could occur later for the additional projects.

Attached is a summary sheet for all projects approved for 1999-2000 along with the projects that were only partially funded. Once the BAAQMD/STA agreement is fully executed, the STA will also need to enter into individual agreements with the project sponsors.

**Fiscal Impact**

None. All funds are from the BAAQMD's Transportation Fund for Clean Air Program.

**Recommendation**

- 1.) Authorize the Executive Director to sign the 1999-2000 TFCA Funding Agreement with the Bay Area Air Quality Management District
- 2.) Authorize the Executive Director to sign funding agreements with 1999-2000 project sponsors
- 3.) Request Executive Committee review the request from the City of Vallejo to modify their \$62,000 grant, review the partially funded 1999-2000 projects, and make recommendations on programming the modified and unallocated funds and return to the STA Board for consideration in November.

Attachment

### 1999/2000 Solano TFCA Program Manager Funds

Sponsor	Project Descrip.	TFCA \$'s Requested	STA Recomm.	BAAQMD Approved	Reason for Difference
City of Benicia	Southampton Bus	\$50,000	\$40,000	\$29,600	Exceeded BAAQMD Cost Eff..Crit.
Solano Comm College	Electric Police Bikes	\$29,378	\$17,000	\$12,216	Exceeded BAAQMD Cost Eff..Crit.
Solano Comm. Info.	Vanpool Services	\$50,000	\$40,000	\$40,000	Per Exec. Committee
Solano Comm. Info.	Integrate Transit Services	\$48,000	\$35,000	\$35,000	Per Exec. Committee
Solano Co. Trans. Depart.	Green Valley Bike Rte.	\$95,000	\$42,000	\$42,000	Per Exec. Committee
STA	Citylink Rte. 30	\$5,000	\$5,000	\$5,000	Per Exec. Committee
STA	Electric Charging Stations	\$60,000	\$30,000	\$30,000	Per Exec. Committee
STA	Administration	\$15,608	\$15,608	\$15,273	Overall Revenue Dropped
City of Vallejo	Solano Bikeway	\$190,000	\$23,893	\$23,893	Per Exec. Committee
City of Vallejo	Police Bikes	\$11,546	\$11,546	\$8,500	Exceeded BAAQMD Cost Eff..Crit.
City of Vallejo	Electric Charging St.	\$62,000	\$62,000	\$62,000	Per Exec. Committee
City of Vallejo	Mare Island Shuttle Oper.	\$20,000	\$20,000	\$20,000	Per Exec. Committee

c:/dan/9900TFCA/TFCA Summary  
10/6/99



DATE: October 6, 1999  
TO: STA Board  
FROM: Matt Todd, Transportation Planner  
RE: Unmet Needs Hearing

*The 1999 Unmet Transit Needs Hearing is scheduled to occur November 4, 1999. Please note the following 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.

**Fiscal Impact**

None

**Recommendation**

For Information Only

Attachment

# ATTENTION TRANSIT RIDERS !

**Buses, vans, trains and ferries** provide local, commuter and specialized transit services to the residents of Solano County. But do the current transit services meet your needs?

The Metropolitan Transportation Commission (MTC) wants to hear from you about your transit needs — for both local and commuter services — in Solano County. You're invited to an informational meeting/public hearing on:

**Thursday, November 4, 1999, 4:30 p.m.**

**Suisun City Council Chambers**

**701 Civic Center Blvd.,**

**Suisun City, CA**

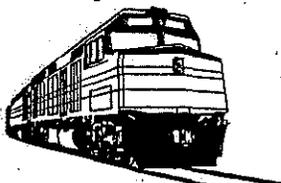
(Map on back)



We invite you to comment on any "unmet" transit needs in Solano County as well as offer support for services you currently use. Also, written comments may be submitted to MTC Public Information, 101 - 8th Street, Oakland, CA 94607 through November 8, 1999, FAX (510) 464-7848. Or use the handy form on the back of this flyer.

For more information regarding the hearing, call MTC Public Information at (510) 464-7787, TDD (510) 464-7769. Auxiliary communication aids can be reserved by calling the above phone number by October 28.

**PUBLIC TRANSIT** is available to the hearing. For information call Solano Commuter Information at **1-800-53KMUTE**. Specialized transportation will be provided by local transit operators with advanced reservations. For Vallejo and Benicia residents, please call Run About at (707) 649-1999. All other county residents, call Solano Paratransit at (707) 429-2400.



*MTC is the transportation planning and financing agency for the nine-county San Francisco Bay Area.*



DATE: October 6, 1999  
TO: STA Board  
FROM: Matt Todd, Transportation Planner  
RE: Citylink Route 30 Fares

**Background**

The STA administers the Citylink Route 30 transit service, funded with Yolo/Solano Air Quality Management District (YSAQMD) monies, that provides four round trips a day between Fairfield, Vacaville, Dixon, and Davis. The STA has a contract with Yolobus to operate this route.

Unitrans, the intracity transit service for the City of Davis, has a program that allows currently registered U.C. Davis Undergraduate students to ride their service at no charge upon the presentation of their current student registration card. Part of the Undergraduate Student Union fee they pay every quarter is devoted to the Unitrans system, which allows the students to receive this benefit (about \$25). Unitrans approached the Yolobus system this summer about extending the concept of allowing U.C. Davis Undergraduate students to ride the bus upon presentation of their student registration card to the Yolobus system. Unitrans is giving Yolobus \$75,000 to provide this benefit for the U.C. Davis Undergraduate students to account for lost fare revenue. Yolobus has offered to include Route 30 in this program and STA staff believes this would be a program that would benefit Route 30.

**Discussion**

An adjustment to the STA's fare policy would allow U.C. Davis Undergraduate students, upon presentation of a current registration card, to ride the Route 30 service between October 1999 and June 2000 without paying a cash fare. Yolobus has offered to reimburse the Route 30 service with \$2,000 from the funds they are receiving to offset losses in fares. An increase in ridership is expected from new riders using the new program, though discussions with our contractor have indicated a low overall percentage of student ridership on the route. Staff also assumes a larger amount of trips made by students using this program would be shorter (i.e. Davis to Dixon) which have a lower impact on revenue based on the tiered fare structure of the route. There may also be a slight decline in pass sales, to students who previously purchased monthly passes to ride the service (the large percentage of pass sales are to UC Davis employees, not students). The \$2,000 is expected to offset fare losses from our yearly fare revenue.

Citylink Route 30 fare revenue in FY 1998-99 was about \$19,000. The fare revenue will be closely evaluated through the program period to determine if this is an accurate reflection of the amount that Route 30 needs to be reimbursed for this type of program. Staff will also evaluate if

the service should participate in the program if it is continued the following year. The Consortium recommended the STA Board approve the fare policy.

**Fiscal Impact**

Staff is projecting that there will be no net loss of fare revenue.

**Recommendation**

Amend the STA's fare policy to allow UC Davis students with a current Undergraduate Registration card to ride the Citylink Route 30 service for free from October 1999 to June 2000.

Attachment

## Exhibit D Fare Structure

<b>Rt. 30 Cash Fares</b>	<b>Regular</b>	<b>Discount</b>
Fairfield/Vacaville	\$ 1.25	\$ 0.60
Vacaville/Dixon	\$ 1.25	\$ 0.60
Dixon/Davis	\$ 1.25	\$ 0.60
Fairfield/Dixon	\$ 2.00	\$ 1.00
Vacaville/Davis	\$ 2.00	\$ 1.00
Fairfield/Davis	\$ 2.50	\$ 1.25
<b>Rt. 30 Monthly Pass</b>	<b>Regular</b>	<b>Discount</b>
Dixon/Davis; Dixon/Vacaville	\$ 32.00	\$ 20.00
Fairfield/Dixon	\$ 49.00	\$ 20.00
Vacaville/Davis	\$ 49.00	\$ 20.00
Fairfield/Davis	\$ 59.00	\$ 20.00
<b>Rt. 220 Cash Fares</b>	<b>Regular</b>	<b>Discount</b>
Vacaville/Winters	\$ 1.00	\$ 0.50
Winters/Davis	\$ 1.00	\$ 0.50
Fairfield/Winters	\$ 2.00	\$ 1.00
Winters/Dixon	\$ 2.00	\$ 1.00
Local Winters	\$ 0.50	\$ 0.25
<b>Rt. 220 Monthly Pass</b>	<b>Regular</b>	<b>Discount</b>
Vacaville/Winters	\$ 45.00	\$ 20.00
Winters/Davis	\$ 45.00	\$ 20.00
Fairfield/Winters	\$ 49.00	\$ 20.00
<b>Rt. 220 Daily Pass</b>	<b>Regular</b>	<b>Discount</b>
	\$ 3.00	\$ 1.25

### Monthly and Daily Passes

You can ride both YOLOBUS and Sacramento Regional Transit with the same monthly or daily pass, except for the Dixon Pass

### Transfers

Transfers to/from Sacramento RT buses or light rail are valid for up to 90 minutes. Transfers must be surrendered to the driver upon boarding the bus.

### Discount Fares

Seniors (age 62 or older) or disabled riders with valid medicare cards or a valid Sac. RT photo ID are eligible for both the discount cash and daily pass fares.

Students age 13-18 pursuing a high school diploma are eligible for the discount monthly pass.

Youth age 5 - 12 are eligible for the discount cash fare and for the discount monthly pass.

### Discount Fares/Photo ID

A Regional Transit photo ID card is required for discount monthly passes and discount fares.

Photo ID pictures can be taken at the YOLOBUS office on Tues. and Thurs. from 9 a.m. -12 p.m. and 1 - 4 p.m. Please bring appropriate identification and forms.



DATE: October 6, 1999  
TO: STA Board  
FROM: Matt Todd, Transportation Planner  
RE: Solano Partnership HealthPlan Proposal

**Discussion**

Paula Scheufler of the Partnership HealthPlan contacted STA staff about providing door-to-door paratransit service for their clients on a contracted basis.

Currently, the Partnership HealthPlan contracts with many small transportation agencies for their non-emergency ambulatory and non-ambulatory (including non-emergency gurney vans) clients to provide this service in the Napa/Solano area. This requires multiple contracts, contract oversight and billing requirements.

The Partnership HealthPlan is requesting that the STA consider providing operations for the entire amount of trips the HealthPlan currently provides with Solano Paratransit, the STA administered paratransit service. The trips the HealthPlan clients normally make include medical appointments, dialysis, and prescription pick-ups. The average number of daily trips (weekdays) for FY 98-99 was 52 trips/day. Solano Paratransit in 1998/99 carried about 32 trips/day (weekday average).

The primary question to address is if the STA should pursue providing additional "subscription" type services that substantially increases the STA's transit services currently provided. Staff is currently authorized to enter into subscription type agreements if the service complements our existing trip making patterns, using the vehicles the STA already has in service. The proposal of the Partnership HealthPlan would more than double the amount of trips the STA currently provides as well as expanding the service area routinely served (to Vallejo, Benicia and Napa). A service of this size and scope would require a large amount of staff time for start up, additional vehicles, and an increase in the amount of contract administration time. This service would provide a substantial amount of "local monies" to the Solano Paratransit service budget that would assist Solano Paratransit in achieving the 10% farebox recovery ratio.

Staff feels that STA cannot perform this additional work with the current staffing and budget resources. Providing this service would detract from the multiple tasks the STA now is performing including initiating the Comprehensive Countywide Transportation Plan, fund programming, project monitoring and delivery, and existing transit operations. With further research, staff could evaluate the Partnership HealthPlan proposal in detail to estimate actual costs and additional equipment and staff that would be necessary for this effort. The Consortium

agreed with the staff analysis that the amount of effort necessary to implement this proposal may not be the best use of the STA's limited staff time. The Consortium did believe they could provide useful information to the Partnership HealthPlan in the form of technical expertise to hire a contractor and some different contract organizational models that could be used.

Staff is requesting policy direction from the STA Board if the STA should take on additional transit service provision as a contractor for a non-member agency.

**Fiscal Impact**

None

**Recommendation**

Staff recommends the STA not pursue the proposal of providing a substantial amount of additional paratransit service for the Partnership HealthPlan, but offer technical assistance that may assist the Partnership HealthPlan to find a suitable service provider.



DATE: October 5, 1999  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
SUBJECT: Legislative Report

**Status of Current Legislation/Deadlines**

STA staff has updated the STA's legislative matrix that indicates the current status for legislation previously acted upon by the STA Board. AB 1012 (Torlakson), supported by the STA, has been passed by the State Legislature and is on the Governor's desk. On September 28, Governor Davis signed into law AB 872 (Alquist) which was supported by the STA. SB 428 (Perata) was also approved by the State Legislature and has been forwarded to the Governor. The STA remains opposed to this bill. In a late amendment to the bill, the City of Vallejo was provided a seat on the governing board of the proposed Ferry Authority Board. Governor Gray Davis will have until October 10 to sign or veto legislation passed by the Legislature.

The transit cap amendment contained in the House version of the Federal Authorizations Bill has been withdrawn. The STA was in support of having this amendment removed.

**New Legislation**

None

**Recommendation**

Information

Attachment

## SOLANO TRANSPORTATION AUTHORITY 1999 State and Federal Legislative Matrix

BILL/AUTHOR	SUBJECT	STATUS	POSITION
<b>State Legislation</b>			
AB 872 (Alquist)	Expedites process for obligation and expenditure of regional and local project funds (i.e. STIP)	-Signed into law on September 28	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	-On the governor's desk	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	-Refused adoption on a 46 to 29 vote; -Companion bill AB 1155 addressing the expenditure plans for SCA 3 on the governor's desk	Support
AB 1012 (Torlakson)	Streamlines the process for project delivery within Caltrans	-On governor's desk	Support
<b>Federal Legislation</b>			
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.	-The transit cap amendment has been withdrawn by Shelby	Oppose



DATE: October 5, 1999  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
SUBJECT: 1998-99 Financial Audit

### **Background**

Each year, the Solano Transportation Authority is required to have an independent audit of its financial statements, various funding sources and accounting procedures. The accounting firm of Caporicci, Cropper & Larson was retained to perform this task. Working in conjunction with STA staff and our accountants (City of Vacaville), the Fiscal Year 1998/99 audit has been successfully completed.

### **Discussion**

A copy of the STA audit for Fiscal Year 1998/99 completed by Caporicci, Cropper & Larson has been included in your agenda packet as a separate attachment. Gary Caporicci is scheduled to attend the Board Meeting and answer any questions you may have.

As outlined in the audit and noted in the memo from the STA's accountant (City of Vacaville), the STA's General Fund had an unreserved fund balance (as of June 30, 1999) of \$150,549. The STA has budgeted \$39,472 of this amount in FY 1999/2000 leaving a balance of \$111,077 to be allocated by the STA. The revenue for the STA's General Fund is obtained from a portion of the cities and county's gas tax funds and is used to partially fund the STA's operations budget and to project development budget for priority projects. The carryover of these funds is due primarily to salary savings with some additional funds from services and supplies, contingency and earned interest.

The Special Revenue Fund – Project Development unreserved Fund Balance is \$65,942. The STA has budgeted for \$41,580 of this balance for FY 1999/2000 leaving a balance of \$24,362 to be allocated by the STA. The Special Revenue Fund revenues are received from grants and are sometimes restricted in their use. These funds are typically allocated to specific planning projects and programs. The \$24,362 has been identified as gas tax revenues that could be used for operations or project development. In addition, \$81,203 in gas tax funds is available to be allocated from previous year's CMP/STP fund balance and should be allocated to this year's General Fund in order to have these available for programming in this year's budget.

Staff has reviewed the current allocation of STA's 1999/2000 Project Development Budget and is recommending that \$60,000 from unexpended Gas Tax funds (in the CMP/STP fund) and \$25,000 from the unreserved General Fund balance be allocated to this budget to support STA's adopted goals for the current fiscal year (see agenda items VIII.E, H & I). In accordance with previous STA Board direction, staff is recommending budgeting \$30,000 to establish an STA reserve balance. The STA's Executive Committee has requested the STA's reserve budget be further discussed as part of a mid year budget review in January/February 2000. It is also recommended that \$25,000 be allocated to the operations budget to cover the staff and supply costs for additional part-time staff (see agenda item VIII.C). This will leave a balance of \$31,077 in the 1999/2000 operations budget to offset any shortfalls in member agencies contributions needed for 1999/2000 operations.

### **Fiscal Impact**

The fiscal impact on the STA budget is the allocation of \$60,000 in unexpended Gas Tax funds (CMP/STP fund) and \$50,000 in unallocated General Fund revenues carried over from fiscal year 1998/99.

### **Recommendation**

1. Receive STA's Annual Audit for 1998/99.
2. Transfer \$81,203 in previous year's Gas Tax funds to 99/00 General Fund.
3. Allocate \$30,000 in 98/99 General Fund unreserved fund balance to establish Reserve Account.
4. Transfer \$85,000 in General Fund balance carryover to the 1999/2000 Project Development Budget.
5. Allocate \$25,000 in 1998/99 General Fund carryover to the 1999/2000 operations budget to cover the cost of part-time staff and supplies.
6. Request STA staff agendaize review of STA's Reserve Budget as part of mid year budget review in January/February 2000.

Attachments

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



## CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

**DATE:** September 28, 1999

**TO:** Daryl Halls, Executive Director  
Solano Transportation Authority

**FROM:** Dawn Van Gorden, Accountant  
City of Vacaville

**SUBJECT:** General Fund and Project Development Fund  
June 30, 1999 Fund Balances

I have reviewed the fund balances reported in the Solano Transportation Authority's (the Authority) Draft General-Purpose Financial Statements for the year ended June 30, 1999. The information you requested on the General Fund and the Project Development Special Revenue Fund is detailed below.

The General Fund revenue is obtained from gas tax revenues of the Cities and County on the Authority's Board. The General Fund unreserved fund balance at June 30, 1999 is reported in the Draft as \$150,549. The Authority has already budgeted the use of \$39,472 of this balance for 1999/2000, thus leaving \$111,077 available for future allocations by you and your Board.

In addition, prior to July 1, 1996 these gas tax revenues were reported in the Authority's Congestion Management Program (CMP) Special Revenue Fund. Gas tax revenue of \$81,203 was unspent in prior years and remains in the CMP fund at June 30, 1999. It is recommended that this prior year unspent gas tax be transferred from the CMP fund to the General Fund (where gas tax revenue is currently recorded) in 1999/2000. Once it is transferred to the General Fund, it will be available for future allocations by you and your Board.

The Project Development Special Revenue Fund unreserved fund balance at June 30, 1999 is reported in the Draft as \$65,942. This fund balance is unspent Gas Tax funds transferred from the General Fund to the Project Development Fund. The Authority has already budgeted the use of \$41,580 of this balance for 1999/2000, thus leaving \$24,362 available for future allocations by you and your Board.

Please note that these numbers come from a draft document and changes are possible; however, no changes are anticipated to the General Fund or Project Development Special Revenue Fund balances.

DEPARTMENTS: Area Code (707)

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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\*\* TOTAL PAGE.01 \*\*

**INFORMATION FOR 98/99 BUDGET BALANCE/  
ALLOCATION TO 99/2000 BUDGET**

**Purpose:** Review unallocated funds from 98/99 Budget Audit and determine funding allocation in 99/2000 budget. There are three unreserved fund balances that have been identified by the 98/99 audit. These are:

\$111,077 in funds from the General Fund  
\$ 24,362 in funds from the Special Revenue Fund  
\$ 81,203 in funds from a previous CMP/STP funds

\$216,642 total

**Recommended  
reallocation:**

**\$111,077 General Fund**

\$ 25,000 to 99/2000 project development (project monitoring/marketing)  
\$ 30,000 to establish reserve budget  
\$ 25,000 to operations budget to cover staffing (interns/clerical/supplies)

\_\_\_\_\_  
\$31,077 to remain unallocated to cover shortfalls in 99/2000 operations

**\$24,362 Special Revenue Fund**

\_\_\_\_\_  
\$24,362 remains unallocated to cover cash flow

**\$81,203 CMP/STP**

\$60,000 to 99/2000 General Fund budget and then allocate to project development for Comp. Trans Plan

\_\_\_\_\_  
\$21,203 to remain unallocated to cover cost of reimbursable funds (cash flow)

**Evaluation:** It would be my recommendation to reevaluate at midyear budget review/January 2000.

<b>STA 1999-00 BUDGET</b>			
<b>Expenditures</b>	<b>Original</b>	<b>Amended 99-00</b>	<b>Proposed</b>
	<b>1999-00 Budget</b>	<b>Budget (7/99)</b>	<b>Amended 99-00 Budget (10/99)</b>
<b>Operations</b>			
Salaries & Benefits	\$420,000	\$420,000	\$443,425 X
Stipends	\$6,600	\$6,600	\$6,600
Services/Supplies	\$205,000	\$227,224	\$237,224 X
Reserve Account	\$0	\$0	\$30,000 X
Contingency	\$30,000	\$7,776	\$7,776
<b>Subtotal</b>	<b>\$661,600</b>	<b>\$661,600</b>	<b>\$725,025</b>
<b>Project Development</b>			
Bike Route Implementation	\$15,000	\$15,000	\$15,000
Capitol Corridor	\$5,000	\$5,000	\$5,000
Federal Lobbyist	\$25,000	\$25,000	\$25,000
Travel Safety Study			
Solano Bikeway Environmental			
I-80 Reliever Route	\$15,000	\$15,000	\$15,000
Electric Vehicles	\$5,000	\$5,000	\$5,000
Comprehensive Transportation Plan	\$10,000	\$10,000	\$70,000 X
Project Assistance Program			\$10,000 X
Mare Island Access Study			
Miscellaneous Project Development	\$25,000	\$25,000	\$40,000 X
<b>Subtotal</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$185,000</b>
<b>Programs</b>			
I-80 Reliever Route	\$821,000	\$821,000	\$821,000
Fairfield/Suisun Rail Station	\$591,000	\$591,000	\$591,000
SolanoLinks ( Transit Marketing/Planning )	\$128,825	\$128,825	\$128,825
Local Match for Bus Purchases (TFCA/STAF Grants)	\$200,000	\$200,000	\$200,000
Abandoned Vehicle Abatement Grants	\$305,000	\$305,000	\$305,000
TFCA Air Quality Program Manager Grants (BAAQMD)	\$326,393	\$326,393	\$326,393
Solano Paratransit Operations	\$288,630	\$288,630	\$288,630
City Link	\$115,000	\$115,000	\$115,000
BikeLinks Maps	\$8,000	\$8,000	\$8,000
Dixon-Davis Bike Route (Old Davis Road)	\$50,000	\$50,000	\$50,000
<b>Subtotal</b>	<b>\$2,833,848</b>	<b>\$2,833,848</b>	<b>\$2,833,848</b>
<b>TOTAL</b>	<b>\$3,595,448</b>	<b>\$3,595,448</b>	<b>\$3,743,873</b>
<b>Revenues</b>	<b>Original</b>	<b>Amended 99-00</b>	<b>Proposed</b>
	<b>1999-00 Budget</b>	<b>Budget (7/99)</b>	<b>Amended 99-00 Budget (10/99)</b>
<b>Current Year Revenues</b>			
TDA Planning & Admin.	\$252,374	\$262,470	\$262,470
STP Planning	\$140,000	\$140,000	\$140,000
Gas Tax Contributions	\$252,374	\$262,470	\$262,470
TDA Solano Paratransit Operations	\$283,630	\$283,630	\$283,630
BAAQMD-TFCA Program/Grant/Interest	\$344,472	\$342,001	\$342,001
Abandoned Vehicle Abatement	\$295,000	\$295,000	\$295,000
YSAQMD CityLink Grant/Fares	\$110,000	\$110,000	\$110,000
YSAQMD BikeLinks	\$8,000	\$8,000	\$8,000
YSAQMD Dixon - Davis Bike Route	\$50,000	\$50,000	\$50,000
BAAQMD Citylink	\$5,000	\$5,000	\$5,000
TCI Grant	\$591,000	\$591,000	\$591,000
STIP Funds	\$630,000	\$821,000	\$821,000
State Transit Assistance (SolanoLinks)	\$128,825	\$128,825	\$128,825
Local Match for Section 3 Grant (STAF)	\$200,000	\$200,000	\$200,000
<b>Subtotal</b>	<b>\$3,290,875</b>	<b>\$3,499,396</b>	<b>\$3,499,396</b>
<b>Use of Fund Balance</b>			
Abandoned Vehicle Abatement	\$15,000	\$15,000	\$15,000
BAAQMD-TFCA Program	\$67,726	\$0	\$0
FY 99/00 Gen Op Fund Balance for Operations	\$0	\$0	\$88,425 X
Gen Op & Proj Dev Fund Balance for Proj Dev	\$109,751	\$76,052	\$136,052 X
Gen Op Fund Balance for Solano Paratransit	\$6,445	\$5,000	\$5,000
<b>Subtotal</b>	<b>\$188,922</b>	<b>\$96,052</b>	<b>\$244,477</b>
<b>TOTAL</b>	<b>\$3,489,596</b>	<b>\$3,595,448</b>	<b>\$3,743,873</b>

Rev 10/7/99

X = Includes current budget requested adjustments being presented to the Board on October 13, 1999



DATE: October 5, 1999  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
SUBJECT: Reclassification of Executive Assistant and Transportation Planner Positions

### **BACKGROUND**

One of the remaining staff issues left over from the previous Executive Director was the proposed reclassification of two STA staff positions. In 1998, the STA Board approved the reclassifications of the Senior Planner position to Deputy Director for Planning (Dan Christians) and the Principal Planner position to Deputy Director for Projects (vacant). Consideration of reclasses for the positions of Executive Assistant (Stacy Medley) and Transportation Planner/Analyst (Matt Todd) were delayed by the STA's Executive Committee to allow for a transition between the departure of the STA's previous Executive Director and the recruitment and hiring of a new Executive Director. As part of the development of STA's 1999/2000 budget, funds were budgeted to cover an anticipated increase in staff cost for this item (an anticipated 5% raise for both positions was included in the 99/2000 Operations Budget).

### **DISCUSSION**

In my role as Executive Director, I have reviewed the current classifications, and role and responsibilities for both the Executive Assistant and Transportation Planner/Analyst positions. The Executive Assistant position (originally titled Administrative Assistant) was created in April 1996 in follow up to the STA's strategic plan to hire separate, independent staff. The title of the position was changed to Executive Assistant on July 1, 1996. The salary range for this position has not changed since that time. With the STA's increased role in allocating funding, the Executive Assistant position has assumed additional responsibilities in the areas of accounting and budget preparation. Attached is a list of activities originally assigned to this position and a separate list with additional responsibilities, and the current salary range of the position. The current Executive Assistant (Stacy Medley) is at step four within a five-step salary range (\$3,005 per month with in a range of \$2,596 to \$3,155). To keep this position competitive and to reflect the enhanced role and additional work tasks performed by the position. It is recommended that the title of this position be changed to Office Manager and that the salary range be increased by 10% from \$2,596 - \$3,155 per month to \$2,855 - \$3,470.

The Transportation Planner/Analyst position was transferred from the County of Solano to the STA in February 1996. The original responsibility for the position was focused on paratransit, filing of TDA claims, and coordinating with Solano County's transit providers. With the evolution of the STA, the responsibilities and tasks assigned to this position have changed dramatically (see attachment). The position has assumed a lead staff role for STA for the SolanoLinks Consortium, the Paratransit Coordinating Council, the Highway 12 Advisory Committee, and the Yolo/Solano Air Quality Management District. The position has also been representing the STA at various staff technical committees at MTC such as Planning &

Operations, TEA 21 cycles 1 and 2 subcommittee, the Corridor Management Task Force, and has served as a back up to management staff to the SB 45 Oversight Committee, Bay Area Partnership Finance Committee, and Funding Programming Council. In addition, the position is responsible for development and monitoring of TDA claims and the budgets for Citylink and the Paratransit Coordinating Committee. The current Transportation Planner/Analyst (Matt Todd) is at step five in the five-step salary range for this position of \$3,248 - \$3,947 per month. The current salary range has been in place since 1996. Given the increased role and additional responsibilities of this position, it is recommended that the title of this position be changed to Program Manager/Analyst to better reflect the duties of the position and that the salary range be increased by 10% from \$3,248 - \$3,947 per month to \$3,573 - \$4,342 per month.

According to the STA's policies and procedures governing at-will employment, "the Executive Director is considered to be the appointing authority for employees of the STA, and may take all necessary actions to hire, promote, demote, transfer, suspend with or without pay or discharge any employees. The Executive Director shall consult with the STA Executive Committee and promptly notify the STA Board of aforesaid action." Pursuant to the STA Board's consideration of the recommendation to adjust the salary ranges for both positions, it is recommended that both employees be granted a five percent merit raise for this fiscal year, implemented retroactively to the beginning of the fiscal year (July 1, 1999). The \$5,112 in funding needed to cover this additional staff cost for providing 5% merit raises for both positions, retroactively, was budgeted for in the STA's 1999/2000 Operations Budget. The cost to the budget for a merit increase for each position is attached separately and the differential for implementing the merit increase retroactively to July 1, 1999 is also identified.

#### **Fiscal Impact**

The impact on the STA's Operations Budget would be \$5,112, which was budgeted for in FY 1999/2000.

#### **Recommendation**

1. Approve reclassification of Executive Assistant to Office Manager and approve adjustment of salary range retroactive to July 1, 1999.
2. Approve reclassification of Transportation Planner/Analyst to Project Manager/Analyst and approve adjustment of salary range retroactive to July 1, 1999.

**RECLASSIFICATION COST COMPARISON  
FOR OFFICE MANAGER AND PROGRAM MANAGER/ANALYST POSITIONS**

**1. Current salary schedule**

<u>Position</u>	<u>Step 1</u>	<u>Step 2</u>	<u>Step 3</u>	<u>Step 4</u>	<u>Step 5</u>
Executive Asst.	\$2,595	\$2,723	\$2,861	\$3,005	\$3,155
Trans. Planner	\$3,245	\$3,409	\$3,580	\$3,760	\$3,947

**2. Current salary schedule with 10% adjustment in salary range**

<u>Position</u>	<u>Step 1</u>	<u>Step 2</u>	<u>Step 3</u>	<u>Step 4</u>	<u>Step 5</u>
Office Manager (Executive Assist.)	\$2,856	\$2,995	\$3,147	\$3,306	\$3,471
Trans. Planner (Program Manager)	\$3,573	\$3,750	\$3,938	\$4,136	\$4,342

**3. Current salaries and fiscal impact**

<u>Position</u>	<u>Monthly Base</u>	<u>Total Comp with Benefits</u>
Executive Assistant (current)	\$3,005.00 (step 4)	\$4,242.20
Office Manager (5% raise) (Executive Assistant)	\$3,155.00	\$4,426.71
Differential per month	\$150.00	\$184.51
Differential per year	\$1,800.00	\$2,214.12
<u>Position</u>	<u>Monthly Base</u>	<u>Total Comp with Benefits</u>
Transportation Planner (current)	\$3,947.00 (step5)	\$5,129.74
Program Manager (5% raise) (Transportation Planner)	\$4,144.00	\$5,371.25
Differential per month	\$197.00	\$241.51
Differential per year	\$2,364.00	\$2,898.12

## **Executive Assistant Job Description**

### **Original Job Duties (April 1996)**

- ◆ Typing
- ◆ Filing
- ◆ Answers phone and direct calls
- ◆ Public Relations
- ◆ Mailouts of agenda packets, letters, memos and other correspondence
- ◆ Accounts receivables and payables and other miscellaneous accounting tasks
- ◆ Prepare for and attend STA Board meetings
- ◆ Assist Accountant and Auditor during audit season
- ◆ Order and track office supplies and equipment for the office
- ◆ Complete timesheets for staff

### **Current Job Duties (October 1999)**

- ◆ Typing
- ◆ Filing
- ◆ Answers phone and direct calls
- ◆ Public Relations
- ◆ Mailouts of agenda packets, letters, memos and other correspondence
- ◆ Accounts receivables and payables and other miscellaneous accounting tasks
- ◆ Prepare for and attend STA Board meetings
- ◆ Assist Accountant and Auditor during audit season
- ◆ Order and track office supplies and equipment for the office
- ◆ Complete timesheets for staff
- ◆ Handle funding and track funds to current project/programs
- ◆ Interact and edit monthly STA TAC and Board packets for distribution
- ◆ Supervise temporary clerical help
- ◆ Help correspond events/receptions for the STA
- ◆ Coordinate and schedule meetings for the Executive Director, STA Board and staff
- ◆ Technical support on office computers
- ◆ Prepare miscellaneous spreadsheets to help staff track project development and program funds
- ◆ Prepares budget reports
- ◆ Monitors Capital Budget and Expenditures

## Transportation Planner/Analyst Position

February-96	September-99
<b>GENERAL</b>	
STA Board Staff Support	STA Board Staff Support
STA TAC Staff Support	STA TAC Staff Support
TDA Claims	TDA Claims
	Lead Staff - SolanoLinks Consortium
	Lead Staff - PCC
	Program Federal/State Transportation Funds
	Lead staff for special study - Solano Travel Safety Plan
	Lead staff for Highway 12
	Lead staff for YSAQMD
	Represent STA before regional agencies (MTC, Caltrans, Air Districts, CMA Association)
	Legislation monitoring
	Prepare presentations
	Create Project Monitoring Program
Other	Other
<b>PROGRAMS</b>	
Citylink Route 30	Citylink Route 30
Solano Paratransit	Solano Paratransit
Abandoned Vehicle Abatement Program	Abandoned Vehicle Abatement Program



DATE: October 5, 1999  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
SUBJECT: Clerical Assistant and Interns

**BACKGROUND**

Staffing for the Solano Transportation Authority (STA) has gradually evolved since the STA's creation through a Joint Powers Agreement initiated by its member agencies in 1991. The STA was designated as Solano County's Congestion Management Agency (CMA), abandoned vehicle abatement authority and the program manager for the Bay Area Air Quality Management District's AB 434 funds. At that time, the STA was staffed by the County of Solano's Transportation Department. This consisted of an Executive Director (20%), including the County's Public Works Director and Two County planners (a principal planner and senior planner).

On July 12, 1995, the Solano Transportation Authority approved a strategic plan for the STA to guide its future planning activities. A portion of this plan focused on the STA's increased need for independent staff. This included the creation of a full time Executive Director and a full time Executive Secretary. In September 1995, the STA's JPA was amended to authorize the hiring of the Authority's first full time Executive Director and allow for the hiring of support staff. The first executive director was hired in January 1996. In March 1996, three additional staff positions were transferred from the County's Transportation Department to the STA. These consisted of a Principal Planner, Senior Planner and a Planner. The executive secretary position was hired in April 1999 (originally hired as an administrative assistant and reclassified in July 1996).

In October 1998, the principal planner position was replaced with a new classification of Deputy Director of Projects and the Senior Planner position was reclassified to Deputy Director of Planning. These changes were made to better reflect the new roles of the STA and the responsibilities of the respective positions pertaining to project delivery and transportation planning.

The current five-member staff organization of the STA consists of an Executive Director, Deputy Director of Planning, Deputy Director of Projects (vacant), Transportation Planner/Analyst and Executive Secretary. Since 1996, the STA role and responsibilities have continued to increase. In the area of planning, the STA has been developing a number of specific plans in its

transportation planning role for Solano County (see attached list). With the passage of the Intermodal Surface Transportation Efficiency Act in 1991 (ISTEA), its subsequent reauthorization through the Transportation Efficiency Act in 1998 (TEA 21) and the passage of SB 45 in 1998, the STA has taken on an ever increasing role in monitoring and advocating for various funding sources, allocating federal, state, regional and local funds within Solano County, and monitoring the timely and efficient delivery of various transportation projects. As the Authority has evolved and matured, additional responsibilities and tasks have been assigned to the STA such as paratransit, transit coordination (SB 1474) and marketing (SolanoLinks), Capitol Corridor JPA, and increasing coordination with MTC and Caltrans.

## **DISCUSSION**

The evolving role of the STA has placed increased emphasis on the need for additional clerical and staff support at the entry level project, planning and administrative sections of the STA. The current staff has continually met the rapidly changing roles of their respective area of responsibility with very little or no additional support help. The STA's tasks are divided into three primary sections: administrative, project delivery, and planning. Due primarily to the STA's new programming and planning roles, and recent success in obtaining increased federal, state and regional funding, the workload necessary to support these functions has increased significantly. Each funding program has its open application and reporting requirements. In addition, the STA's process for developing consensus and providing input to the Board has grown. In 1996, the STA's committee structure consisted of the Board, the Technical Advisory Committee, the Bicycle Advisory Committee, and the Paratransit Coordinating Council. Since then, the STA has formed or joined the Executive Committee, the Capitol Corridor JPA, SolanoLinks Transit Consortium, the Transportation Action Team (with SEDCORP), the STA/CCTA Joint Bridge Project Committee, the Highway 37 Project Committee, the Highway 12 Safety Project Committee, and the Jepson Parkway Working Group. All of these efforts have been worthwhile, but they have provided an increased workload for existing staff.

Based upon my four month review of the STA's operations and staffing needs, it is apparent that the greatest and most immediate staffing needs resides in providing adequate clerical support to support the STA's administrative section and additional entry level staffing support to the STA's priority area of programming and planning. Currently, the Executive Secretary provides the preponderance of necessary clerical support, typing, filing, mailing, faxing, and telephone coverage. The last two years the position has assumed numerous new tasks such as additional accounting, increased coordination with the STA's contracted personnel, budget and accounting staff (City of Vacaville), and agenda assimilation and distribution.

Currently, the STA has been utilizing temporary clerical to help on as per needed basis. The use of clerical temps has been less than satisfactory in meeting the clerical needs of the STA. Each time a temp is retained, training is required which diverts staff resources from other tasks. In addition, temps have generally been unable to assume more than just the basic tasks of answering telephones and typing. When the Executive Secretary is on vacation or on sick leave, the rest of the STA staff is significantly impacted. The average annual cost for clerical temp help has been \$7,900.

In order to address this deficiency and to provide some continuity in clerical assistance to the Executive Secretary, the rest of STA staff and the STA Board, it is recommended that the STA Board consider adding a regular part time clerical position (budgeted at 15 hours per week) to support the STA's administrative functions. Attached is a list of proposed tasks that would be assigned to the new part time position. The estimated annual cost of creating the new position would be \$7,115. This would be prorated for this fiscal year at \$4,744 (8 months at \$593 per month). This is a decrease of \$523 over the current projected staff cost the STA would be paying for temporary clerical assistance for the same eight-month period (\$4,744 part time clerical versus \$5,267 for temps). The projected cost saving over a 12-month period for next fiscal year would be \$785 (\$7,115 versus \$7,900).

Lacking adequate entry level support, current STA staff has often had to perform various clerical, basic level research and assorted errands such as delivery of agendas. This is not an efficient or cost effective use of upper level management staff and takes them away from some of their core duties. Staff is recommending that the STA Board consider adding two part time intern positions (20 hours per week for each intern). The use of interns has traditionally been an effective method for public agencies to obtain quality entry level staff hours at an affordable price while serving the dual purpose of providing a quality job training experience for future transportation planners and programmers.

It is envisioned that one intern would be assigned to assist the Deputy Director of Planning in the STA's various planning activities, in particular in the development of the Comprehensive Transportation Plan. With the number of subcomponent plans in need of updating and development, there is an increasing need for some additional planning support and research capabilities. The second intern would be assigned to the Deputy Director of Projects to provide assistance to the STA's new role in project delivery and coordination. Attached is a list of proposed duties that would be assumed by the new interns. The estimated cost for adding the two intern positions for this fiscal year would be \$8,948 (two interns for 20 hours per week each for six months at a cost of \$746 per month per intern). The annual cost for the two interns for a 12-month period would be approximately \$17,896.

Staff recommends adding these three part time positions as part of this current fiscal year and evaluating the continued funding of these positions as part of the development of the STA's 2000/2001 budget.

### **Fiscal Impact**

The fiscal impact on the STA operations budget would as follows:

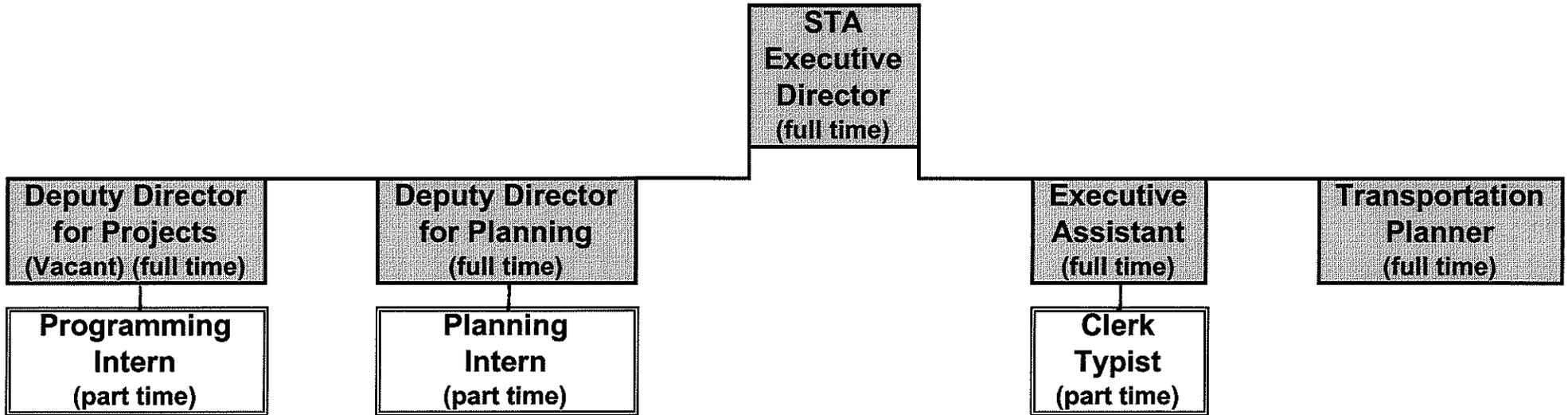
1. Part time clerical would result in an estimated cost saving of \$523 for FY 99/2000 and \$785 for FY 2000/2001.
2. The fiscal impact of the intern positions would be \$8,948 for FY 99/2000 and \$17,896 for FY 2000/2001.
3. The net fiscal impact on the STA's operating budget by adding all three part time staff positions would be \$8,425 for FY 99/2000 and \$17,111 for FY 2000/2001

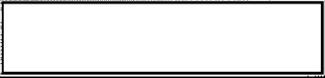
**Recommendation**

1. Approve establishment of a part-time clerical position.
2. Approve establishment of two part-time intern positions.
3. Transfer \$8,425 from 1999/2000 General Fund to Operations Budget to cover additional staff cost.
4. Request Executive Director evaluate the continued funding of these three part time positions and report to the STA Board as part of the development of the STA's 2000/2001 budget.

Attachments

# STA ORGANIZATIONAL CHART



 = Proposed positions

 = Current positions



DATE: October 5, 1999  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
SUBJECT: Caltrans Request to Move Landscaping for Highway 37 Project to FY 2003-2004

**BACKGROUND**

This month, Caltrans District 4 contacted staff requesting Solano Transportation Authority approval for their request to move the construction of landscaping improvements for the Highway 37 widening and interchange project from the 1998 State Transportation Improvement Program (STIP) to the 2000 STIP. The Highway 37 project is programmed to receive a total of \$121.6 million in funding. The Caltrans Project Manager for this project, Katie Yim, requested this change to enable Caltrans to issue the contract for the landscaping portion of this project separately rather than having a subcontractor do the work as part of the overall project. Caltrans staff feels that this will provide cost savings and a better nexus between the landscaping project and the selection of the contractor to perform the work.

The project is scheduled to begin construction of the freeway in 2002 with completion targeted for 2004.

**DISCUSSION**

This request was agendaized and discussed at the STA TAC meeting of September 27. Katie Yim stated that the requested change would not affect the overall schedule or cost for completion of the Highway 37 project. The amount of funding for landscaping portion of the contract is \$1.2 million. The STA TAC reviewed the request and after consulting with the City of Vallejo's Public Works Director (Mark Akaba) and Staff Lead on the Project (Gary Leach) recommended approval of Caltrans' request.

The landscape portion of the project would begin in 2005 with completion scheduled in 2008.

**Fiscal Impact**

None

**Recommendation**

Approve request by Caltrans District 4 to transfer the construction of landscaping improvements for the Highway 37 widening and interchange project from FY 2001/2002 STIP to the FY 2003-2004 STIP.

Attachment

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

## DEPARTMENT OF TRANSPORTATION

P O BOX 23880  
OAKLAND, CA 94623-0660  
(510) 286-4444  
TDD (510) 286-4454



October 6, 1999

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

Dear Mr. Halls:

This letter is to request Solano Transportation Authority's approval to separate the landscape portion of the work from the Route 37 White Slough and 37/29 Interchange Construction project.

The Route 37 project is programmed in the 1998 STIP for \$110 million with an additional \$11.6 million from the 1998 STIP Augmentation for the 2000/2001 delivery. The target construction completion is year 2004. The landscape portion of a project normally begins after the freeway construction is completed and there is a three year plant establishment period. In order to accept the freeway contract and release the prime contractor at the completion of the freeway project, it is proposed to separate the landscape activities as a different contract. This proposal would not change the project schedule and the overall project funding.

The following are the proposed schedules for the freeway project and the landscape project:

Freeway Project: PS&E 1/2001, RTL 5/2001, Adv 7/2001,  
Construction Begin 2/2002, Construction Complete 7/2004

Landscape Project: PS&E 1/2004, RTL 5/2004, Adv 12/2004,  
Construction Begin 4/2005, Construction Complete 9/2008

The total estimated construction and support cost for the landscape project is \$1.2 million. STA's approval is requested to transfer \$1.2 million of the Route 37 project funding from the 1998 STIP to the 2000 STIP for the landscape project. The landscape funding should be programmed in the 2003/2004 Fiscal Year.

If you have any questions, please call me at (510) 286-4455.

Sincerely,

Harry Y. Yahata  
District Director

By

  
Katie K. W. Yfm  
Project Manager



DATE: October 5, 1999  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
SUBJECT: Solano County Comprehensive Transportation Plan

### **Background**

At the September STA Board, a proposal from the Transportation Steering Committee and STA staff to prepare the *Solano County Comprehensive Transportation Plan* was presented. The concept was to update various components of the plan that had been previously prepared (i.e. bikes, transit, and rail) and then develop a needs analysis of other modes such as major arterials, highways and freeways, and combine them into a comprehensive transportation plan.

The STA Board reviewed the proposal and unanimously endorsed the basic concept and requested a more detailed program schedule and draft budget be prepared for this meeting.

### **Transportation Vision**

The primary goal of the comprehensive plan is to develop a transportation vision for Solano County based on long-term goals and policies. It is expected that the Board and its various subcommittees would take an active role in developing a plan that is comprehensive, innovative and strives for the best possible multi modal transportation system. In addition, issues related to transportation such as growth, air quality and economic development matters should also be addressed. To move forward with such a plan will assist the STA in its funding and programming role, and would provide a comprehensive context for our annual priority setting process. It would also assist the STA in developing a public outreach effort to obtain the greatest amount of input from local residents and the business community and heighten aware of the importance of the Solano County implementation needs and priorities.

### **Development of Policies**

At the beginning of the process the STA Board will help frame and provide context for the plan development through the development of goals and policies. It is proposed that policies be developed and adopted early in the process after the initial public input process is completed. The policies should include a discussion on growth, air quality, economic development and quality of life.

### **Development of the Core Plan**

The following core data will be developed early in the process and will be used to help facilitate development of the subcomponent plans:

#### Needs Analysis

The comprehensive needs analysis will mainly be developed with detailed input from each of the member agencies. It will be supplemented by other data that may be available from MTC, Caltrans, etc.

### Cost Estimates

The most current cost estimates will be developed for all proposed projects. Cost estimates for fundable phases of major projects will be developed.

### Revenue Projections

Revenue projections will be based on an analysis on all possible funding sources expected for the next 20 years. All potential federal, state, regional and local sources will be identified for all modes and a comprehensive funding strategy will be prepared to guide future STA revenue efforts.

### Maps, Graphics and Charts

Significant resources will be devoted to developing user-friendly maps, charts and graphs. Text will be kept to a minimum. Large-scale display maps will be generated showing all major proposals of the plan.

### Modeling

The Solano Countywide Traffic Model has recently been updated and can identify the long-term projected levels of congestion for Solano County. It should also be used to analyze the various projects and alternatives proposed for the Comprehensive Transportation Plan. It would be ideal if a transit mode could be incorporated into the model to measure the amount of potential ridership for buses, rail and ferry services, particularly if increased transit services are provided.

## **Planning Components**

The following components will be developed as part of this plan:

### Countywide Traffic Model Update

A report will be prepared on the major findings of the 1999 Traffic Model Update.

### Countywide Bicycle Plan

The 1995 Countywide Bicycle Plan (and 1997 revision) will be updated with new or modified routes, phasing plans, support facilities, updated cost estimates, etc.

### Intercity Transit Concept Plan

The 20 year Intercity Transit Concept plan, prepared in 1995, will be updated with new or modified routes, implementation schedule, costs, funding options, etc.

### Rail Facilities Plan

The proposed station sites, implementation schedule, and cost elements from this 1994 plan will be updated. Recent proposals, including operational and capital policies from the Capital Corridor Joint Powers Authority, will be incorporated into the plan.

### Ferry Plans

The Vallejo Ferry Plan, Regional Ferry Plan and the Benicia Ferry Study will be reviewed and the major proposals will be compiled and summarized into a report.

### Transit Element

The major proposals of the intercity transit plan will be combined with all of the major proposals of the short-range transit plans of all the Solano operators. This element will include all transit modes including buses, rail, and ferries.

### Transportation for Livable Communities and Non-Motorized Element

This element will include the proposals from the countywide bicycle plan along with a pedestrian and Transportation for Livable Communities section.

### Ridesharing, HOV lanes, and other Alternatives

This element will combine carpooling, vanpooling, park-n-ride lots and other alternative modes of transportation.

### Arterials, Highways and Freeways Element

The streets and highways proposals from the 1990 Solano County Transportation Plan will be reviewed. The status of each of the projects proposed in that plan will be listed. Each of the projects that have not been implemented yet will be briefly analyzed for their merits. Based on the needs analysis and modeling activities, any new or improved roads will be analyzed and mapped.

### Comprehensive Plan

Combine all the above elements into a comprehensive transportation plan.

## **Detailed Tasks and Schedule**

A number of detailed tasks have been identified with target dates. As suggested at the previous STA Board meeting, the schedule has been accelerated to try and complete the entire planning process within no more than two years. The detailed tasks and the approximate schedule is proposed as follows:

### November-December 1999

- Make public announcement on proposed plan (SEDCORP breakfast)
- Hold visioning session to discuss goals and develop policies of the plan
- Re-engage SEDCORP partnership
- Initiate public outreach efforts
- Initiate needs assessment
- Initiate proposed plan policies
- Initiate cost projections
- Initiate revenue projections
- Prepare Scope of Work for consultant services
- Initiate status of current projects
- Initiate Countywide Bicycle Plan Update
- Initiate Intercity Transit Plan Update
- Appoint subcommittees chairs

### January - March 2000

- Convene subcommittees and discuss policies
- Refine needs assessment
- Refine revenue projections
- Review countywide traffic model update
- Approve plan goals and policies
- Approve RFP for consultant services
- Retain transportation and mapping consultants
- Initiate Rail Plan Facilities Update

#### April – June 2000

- Refine and develop cost estimates
- Refine and develop revenue projections
- Approve Countywide Bicycle Plan Update
- Approve Intercity Transit Concept Plan Update
- Approve draft needs assessment
- Review status of current projects (project implementation)

#### July September 2000

- Approve Rail Facilities Plan Update
- Review and compile Ferry Plans and studies (Vallejo, Regional, Benicia)
- Initiate Transit Plan

#### October – December 2000

#### January – March 2001

- Develop Draft Arterials, Highways and Freeways Element
- Develop Draft Transit Plan Element (buses, rail, ferries)
- Develop Draft Non-Motorized Plan Element (bikes, pedestrians, TLC)
- Develop Draft Ridesharing and other elements (vanpooling, carpooling, HOV, park and ride lots, etc.)
- Model major project alternatives
- Committees meet and discuss plan proposals
- Discuss plan priorities, implementation, project costs, revenue projections, etc.

#### April-June 2001

- Adopt Arterials, Highways and Freeways Element
- Adopt Transit Plan Element (buses, rail, ferries)
- Adopt Non-Motorized Plan Element (bikes, pedestrians, TLC)
- Adopt Ridesharing and other elements (vanpooling, carpooling, HOV, park and ride lots, etc.)
- Adopt final comprehensive needs analysis
- Adopt final costs and revenue projections
- Draft Solano County Comprehensive Transportation Plan

#### July – September 2001

- Adopt Final Plan

### **Draft Budget**

An initial draft budget has been prepared (see below). A second year program budget will be brought back to the STA Board as part of discussion on next year's budget. In addition to the \$90,000 already budgeted for this FY, it is proposed that an additional \$60,000 be budgeted from our project development program (previously from 1998/99 fund balance) to initiate the program. A more detailed second year budget would be developed in spring 2000.

**I. Initial Budget for Comprehensive Transportation Plan 1999-00**

A.	Already funded (1999-00 (funding sources):	
	Intercity Transit (State Transit Assistance)	\$40,000
	Countywide Bicycle Plan (Project Development)	\$15,000
	Solano Transportation Plan (Project Development)	\$10,000
	Countywide Traffic Model (General Operations)	<u>\$25,000</u>
	<b>Subtotal</b>	<b>\$90,000</b>
B.	Proposed Additional Funding 1999-00	
	▪ Gas Tax (1998-99 fund balance)	<u>\$60,000</u>
	<b>Subtotal</b>	<b>\$60,000</b>

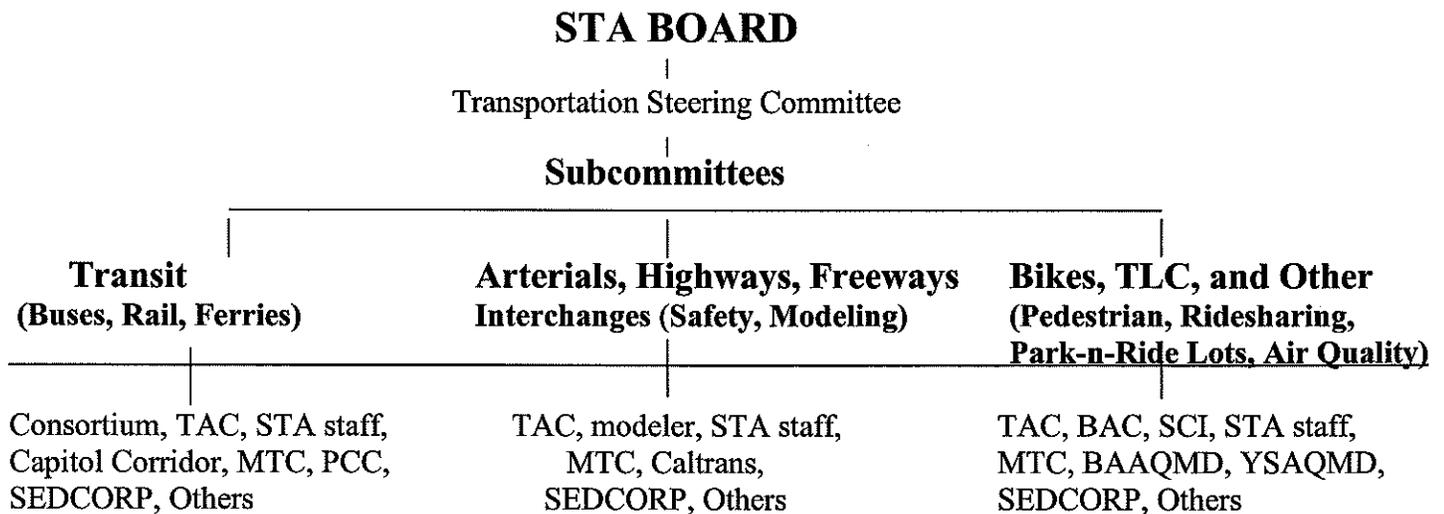
**II. Second Year Budget Estimate for Transportation Plan (to be finalized in 2000-01 budget)**

A.	From 2000-01 budget	\$130,000-\$150,000
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Total Approximate Two Year Cost Estimate: \$280,000-\$300,000

**Subcommittee Structure**

It is proposed that the STA Board delegate the overall coordination of the Plan to the Transportation Steering Committee. Reporting to the Steering Committee would be three ad hoc committees that would be responsible for specific topics. The STA Chair would be asked to appoint a chair to all three subcommittees. Both Regular and Alternate Board Members would be encouraged to participate. The TAC, Consortium, Bicycle Advisory Committee, Solano Commuter Information, STA staff and others would serve as technical support. Committee schedules and topics would be posted each month in the Board packet and the meetings would be open to the public. Brief notes would be taken for each meeting and reports given at the Transportation Steering Committee and the STA Board. The following diagram shows how the subcommittee structure would be organized:



## **Public Outreach**

A public outreach program would be developed by the Transportation Steering Committee. The initial outreach effort is proposed to be launched at the November STA/SEDCORP breakfast when the first public announcement of the plan would be made.

## **Fiscal Impact**

The initial impact to the STA budget will be an additional \$60,000 of project development funds (from 1998/99 gas tax fund balance). Additional funds needed to complete the planning process during 2000/2001 will be identified in spring 2000.

## **Recommendation**

- 1.) Approve the process, planning components and schedule for the Solano County Comprehensive Transportation Plan
- 2.) Approve the allocation of \$60,000 from the 1999/2000 Project Development Budget (previously gas tax fund balance)
- 3.) Approve the subcommittee structure, designate Transportation Steering Committee as subcommittee to oversee plan development program and authorize the STA Board Chair to appoint a Chair for each subcommittee.



DATE: October 4, 1999  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
SUBJECT: Development of a Countywide Transportation Expenditure Plan

### **BACKGROUND**

During the past several years, the Solano Transportation Authority and its member agencies have discussed the need for developing a local source of funding to assist Solano County in addressing its current and projected transportation needs. Projected to be the fastest growing county in the Bay Area in terms of population and job growth, Solano County is beginning to witness the growing impact on its various modes of transportation. Solano County's cities and the county working through the STA has successfully obtained increased federal and state funding for various transportation projects and services. Despite these successes, the gap between current and anticipated funding that will be necessary to address the projected future transportation needs for Solano County continues to widen.

Through a successful partnership between the STA and the Solano Economic Development Corporation (SEDCORP), a transportation advisory measure (Measure F) was passed by the voters of Solano County in 1998. This effort served to begin heightening awareness of the importance of transportation to Solano County's future, both in term of economic vitality and quality of life.

This year, the issue of transportation funding has been a high priority of the State Legislature. Senate President Pro tem John Burton carried a package of transportation legislation on behalf of transportation agencies and advocates. One of these bills, SCA 3, would have changed the process for counties to pass a sales tax measure for transportation. SCA 3 is currently a two-year bill and its future remains uncertain. One of the bills in this package, AB 1155 (Torlakson), is the legislative vehicle requiring counties to develop, adopt and pass a transportation expenditure plan to be eligible for the statewide ballot measure and subsequent county vote described in SCA 3. Despite the linkage to SCA 3, AB 1155 has passed the State Legislature and is on the Governor's desk. In order to remain eligible for a countywide sales tax by majority vote as part of the SCA 3 initiated statewide ballot proposition, Solano County would need to have a draft expenditure plan available for public review by April 30, 2000 and a final plan adopted by June 30, 2000.

## DISCUSSION

This month, the STA Board's Transportation Steering Committee (Lessler, Slade and Sperring) met to discuss the next steps in this process. As part of the discussion, the subcommittee recommended that the STA initiate a comprehensive transportation planning effort to serve a variety of purposes including: the need to identify transportation needs and priorities for each transportation mode, comprehensively develop the core data needed (i.e., revenue projections, updated cost estimates, mapping, and modeling) to develop the various components comprising this effort, and provide a planning vehicle to heighten awareness of the importance of transportation to Solano County's future. Given the growing uncertainty surrounding the passage of SCA 3, it may be premature for the STA to initiate a full fledged expenditure plan based on a timeline for a state ballot measure that may or may not occur.

It is staff's opinion that Solano County needs to update its Solano Transportation Plan which served as the framework for a future expenditure plan as part of Advisory Measure F, both in terms of an expenditure plan outlined in AB 1155 and for the STA's Comprehensive Transportation Plan. The Solano Transportation Plan was for a ten-year period while SCA3/AB1155 and the proposed Comprehensive Transportation Plan covers twenty years. In order to qualify as an expenditure plan as defined in AB 1155, the STA would need to develop a plan that contains the following:

1. The total estimated cost of the plan and each project contained in the plan
2. An itemization of all expenditure plan costs, by percentage, for each of the following categories:
  - expansion and widening of interchanges on state highways
  - expansion of public transit
  - expansion of local streets and roads
  - maintenance, rehabilitation and operations of state highways
  - maintenance, rehabilitation and operations of public transit
  - maintenance, rehabilitation and operations of local streets and roads
  - transportation enhancement activities
  - planning and research
  - bicycle and pedestrian facilities
  - other categories
3. A schedule for implementation

Staff has identified three potential options for the STA Board to consider pursuant to initiating a transportation expenditure plan for Solano County. Option one would be to move forward with a full fledged expenditure plan to meet the deadlines outlined in AB 1155 and to be prepared for a potential passage of SCA 3 or Solano County's desire to place its own countywide ballot measure before its voters in the future. With the uncertainty surrounding SCA 3, this could result in a largely academic exercise given the accelerated timeframe identified in AB 1155 and may somewhat overshadow or confuse STA's development of a Comprehensive Transportation Plan. There would be an additional fiscal cost if this option is pursued.

Option two would be to develop the core information needed for the expenditure plan as part of the development of data for the comprehensive transportation planning effort being initiated (i.e., updated project cost estimates, revenue projects, modeling, and updated polling data). This would help prepare the STA if SCA 3 is passed, but would allow the option to tailor our schedule more closely to the timeframe being developed through the Comprehensive Transportation Planning process. If SCA 3 is passed in the forthcoming legislative session, the STA would still have the option to move forward more rapidly with the core data and complete an expenditure plan. The downside of this option is the relatively short time that may be available to complete the expenditure plan by June 30, 2000. The cost for this option would be covered by funds recommended to support the Comprehensive Transportation Plan (see agenda item VIII.E).

Option three would be to completely hold off on the development of an expenditure plan until the fate of SCA 3 is resolved (6 to 9 nine months) and/or the STA Board and Solano County determines the time is right to initiate a measure locally. This would likely preclude the STA from developing an expenditure plan within the timeframe identified by AB 1155, although discussions among some legislative staffs and various Congestion Management Agencies have included the potential of having the deadline for development of expenditure plans identified in AB 1155 extended if necessary.

#### **Fiscal Impact**

None. The cost for development of core information needed for the expenditure plan is budgeted as part of development of the Comprehensive Transportation Plan.

#### **Recommendation**

1. Authorize staff to develop core information needed for the development of an expenditure plan, in conjunction with the development of the Comprehensive Transportation Plan (option 2).
2. Direct staff to continue to monitor SCA 3 and AB 1155 and return to the STA Board with a reconsideration of development of an expenditure plan for transportation at the STA Board Meeting of February 9, 2000.



DATE: October 4, 1999  
TO: STA Board  
FROM: Matt Todd, Transportation Planner  
SUBJECT: Project Monitoring Program

**Background**

The Consortium, STA TAC and Board reviewed and approved the draft project monitoring program last month. The goal of this program 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.

**Discussion**

The process for the development of the Project Monitoring Program as proposed last month included the following steps:

1. Collect project information from sponsoring agencies.  
*This effort was initiated at the August Consortium and STA TAC meetings. Staff has compiled this information into the attached spreadsheets. This is considered a working document and will be revised on a periodic basis.*
2. Formalize the initial project monitoring spreadsheets with the Consortium and STA TAC.  
*The Consortium and STA TAC adopted the project monitoring report spreadsheets on September 29.*
3. Evaluate the ability to deliver projects within the timeframes of obligation.  
*STA staff surveyed all the project sponsors about their ability to meet project deadlines. Three requested some consultant assistance. STA staff met with these agencies to consider the concept of hiring a consultant to assist with project delivery. Information has been gathered and is under review on tasks that assistance could be provided with, costs, and funding sources. See Agenda Item VIII.H. for additional information.*
4. Develop a project consultant assistance program.  
*A contract/MOU and a RFQ/RFP will be created based on the information gathered from the previous step.*
5. Develop a process to address non-compliance with obligation deadlines.  
*This item is proposed to be discussed at the next STA TAC meeting.*
6. Consortium, STA TAC and STA Board approval of the Project Monitoring Program.  
*The Consortium and STA TAC approved the Project Monitoring Program at their September 29 meetings.*
7. Implement the Project Monitoring Program.

Attached is an updated list of projects with the status of each provided by the project sponsors.

**Fiscal Impact**

None

**Recommendation**

- 1.) Approve the Project Monitoring Program for the delivery of various federal and state funded projects.
- 2.) Direct the STA TAC to develop a policy to address the timely delivery of projects for STA Board consideration.

Attachment

## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Benicia	Construct bike bridge from Columbus Parkway/Rose Drive across I-780 to Benicia	\$ 15	TDA Article 3	\$ 50	June 30, 2000	City will request funds to be reprogrammed to 2002-03 Funds to be used in conjunction with the project	TBD	TBD	TBD
Benicia	Park Road overlay from Adams Street to Elm Street	\$ 80	RTIP (STIP)	\$ 80	June 30, 2000	Scoping (design only) underway	January-00	October-00	March-01
Benicia	Chelsea Road	\$ 52.7	STP-G	\$ 59.7	September 30, 2000	Contract award September 7	July-99	October-99	November-99
Benicia	1 Bus	\$ 198.0	STP-D	\$ 223.9	September 30, 2000	Purchase order has been placed	September-99	October-99	July-00
Benicia	Park Road overlay from Adams Street to Elm Street	\$ 490	RTIP (STIP)	\$ 490	June 30, 2001	Scoping (construction) underway	July-00	October-00	March-01
Benicia	Lighted Crosswalk at Military West	\$ 26.0	STP	\$ 30.0	September 30, 2001	Scoping Underway	July-00	October-00	March-01
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	In Design	October-99	December-99	April-99
Benicia	Military East overlay from East Second to East Fifth Street	\$ 258.5	STP	\$ 300.0	September 30, 2001	Scoping Underway	March-00	July-00	October-00
Benicia	Replace 3 - 1985 Buses	\$ 730.2	STP	\$ 825.0	September 30, 2001	On schedule	September-00	TBD	TBD
Benicia	Southampton Feeder Bus	\$ 30	Solano TFCA	\$ 30	October 1, 2001	On schedule	September-00	TBD	TBD
Benicia	Inspect approximately 60 centerline miles of network	\$ 7	P-TAP	\$ 8	N/A	Scoping Underway	N/A	N/A	N/A

# Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Caltrans	Highway 12 extension of passing lanes between Suisun City and Rio Vista	\$ -	SHOPP	\$ 2,023.0	June 30, 2000	PA & ED completed; Design in progress	June-00	October-00	November-01
Caltrans	EIS for the widening of I-80 from Vacaville to Dixon	\$ -	ITIP (STIP)	\$ 3,000.0	June 30, 2000	Environmental Planning work on EIS	June-01	TBD	TBD
Caltrans	Pavement rehabilitation on I-780 from I-680 to Lemon Street	\$ -	SHOPP	\$ 4,000.0	June 30, 2000	PS & E being finalize; R/W certification by December 99	March-00	September-00	June-01
Caltrans	Pavement rehabilitation on I-80 from the Carquinez Bridge to Highway 37 in Vallejo	\$ -	SHOPP	\$ 14,800.0	June 30, 2000	PA & ED completed; Design in progress	June-00	November-00	November-01
Caltrans	Highway 37 widening from the Napa River Bridge to Highway 29	\$ -	ITIP (STIP)	\$ 56,134.0	June 30, 2001	PA & ED completed; Design in progress	June-01	February-02	July-04
Caltrans	Highway 37/29 interchange	\$ 14,000.0	RTIP/ITIP (STIP)	\$ 54,070.0	June 30, 2001	PA & ED completed; Design in progress	June-01	February-02	July-04
Caltrans	Replace Ulatis Creek Bridge on Highway 113	\$ -	SHOPP	\$ 1,430.0	June 30, 2000	PA & ED completed; Design in progress	June-00	October-00	September-01
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 (STIP)	\$ 11,600	June 30, 2001	CTC approved the 1998 STIP Augmentation IIP which includes the \$8.7 million for Sol-37 Project	June-01	February-02	July-04
Caltrans	I-680/I-80 interchange improvements	\$ -	ITIP (STIP)	\$ 6,914.0	June 30, 2003	Project report and Environmental Document in progress; Design to begin December 2000	March-03	September-03	December-04
Caltrans	Installation of freeway barriers on I-780 in Benicia	\$ -	SHOPP	\$ 1,000.0	TBD	TBD	TBD	TBD	TBD

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# Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Caltrans	Highway 12 safety improvements between Suisun City and Rio Vista	\$ -	SHOPP	\$ 33,300.0	June 30, 2002	Environmental Document in progress; Design to begin June 2000	April-02	September-02	September-03

## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Dixon	Pitt School Stratford Operational Study	\$ 10	TETAP	\$ 10	December 31, 1999	Project Underway	Obligated	September-99	December-99
Dixon	West 'A' Street rehabilitation from Highway 113 to Lincoln Street	\$ 95	RTIP (STIP)	\$ 212	June 30, 2000	Plans and Specifications to be prepared winter 99-00	April-00	May-00	September-00
Dixon	Pitt School Road	\$ 124.1	STP-G	\$ 140.1	September 30, 2000	Construction Underway	August-99	August-99	October-99
Dixon	Crosswalk signage replacement - various	\$ 13.0	STP	\$ 15.0	September 30, 2001	Plans and Specifications to be prepared winter 99-00	April-00	May-00	September-00
Dixon	Lighted Crosswalk at Pitt School Road	\$ 26.0	STP	\$ 30.0	September 30, 2001	Plans and Specifications to be prepared winter 99-00	April-00	May-00	September-00
Dixon	Disabled access ramps in downtown Dixon - various	\$ 26.0	STP	\$ 30.0	September 30, 2001	Plans and Specifications to be prepared winter 99-00	April-00	May-00	September-00
Dixon	North Adams St. overlay from E St. to H St.	\$ 53.1	STP	\$ 60.0	September 30, 2001	Plans and Specifications to be prepared winter 99-00	April-00	May-00	September-00
Dixon	Porter Rd. overlay from West A St. to southern Dixon city limits	\$ 97.4	STP	\$ 110.0	September 30, 2001	Plans and Specifications to be prepared winter 99-00	April-00	May-00	September-00
Dixon	Downtown Dixon Multimodal Transportation Center	\$ 354.0	CMAQ	\$ 400.0	September 30, 2001	Design and Acquisition in Progress	December-00	April-01	September-01
Dixon	Update treatment decision and related costs, establish pavement needs, etc.	\$ 9	P-TAP	\$ 10	N/A	Consultant has been selected	September-99	December-99	March-01

# Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Fairfield	Heather Avenue pavement rehabilitation between Dahlia St. and Atlantic Ave.	\$ 85	RTIP (STIP)	\$ 85	June 30, 2000	Under Design	April-00	June-00	December-00
Fairfield	Texas Street pavement rehabilitation between Jefferson Street and Washington	\$ 98	RTIP (STIP)	\$ 98	June 30, 2000	Under Design	April-00	June-00	December-00
Fairfield	Dover Ave. pavement rehabilitation between E. Travis and Nightingale Dr.	\$ 324	RTIP (STIP)	\$ 324	June 30, 2000	Under Design	April-00	June-00	December-00
Fairfield	Lopes Road pavement rehabilitation between I-80 and Gold Hill Road	\$ 1,446	RTIP (STIP)	\$ 1,446	June 30, 2000	Under Design	April-00	June-00	December-00
Fairfield	Pedestrian/bicycle facility on West Texas St.	\$ 95	Solano TEA	\$ 95	September 30, 2000	Preliminary Engineering	August-00	June-01	September-01
Fairfield	Pennsylvania Ave.	\$ 445.0	STP-G	\$ 503.0	September 30, 2000	Under Design	March-00	June-00	September-00
Fairfield	Class 1 Bike Route along Ledgewood Creed from Nantucket to Rockville connecting to Linear Park	\$ 140	TDA Article 3	\$ 160	June 30, 2001	Contract has been awarded	September-99	October-99	December-99
Fairfield	Lighted Crosswalk at Waterman	\$ 26.0	STP	\$ 30.0	September 30, 2001	Preliminary Engineering	December-00	May-01	October-01
Fairfield	Interconnect signals along North Texas	\$ 354.0	CMAQ	\$ 400.0	September 30, 2001	Preliminary Engineering	December-00	May-01	October-01
Fairfield	Pennsylvania Ave. pavement rehabilitation between Travis Boulevard and Gateway Blvd.	\$ 550.0	STP	\$ 837.0	September 30, 2001	Preliminary Engineering	March-01	June-01	August-01
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	Will be included in 99-00 FTA Grant Request	December-00	March-01	April-02

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## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Fairfield	Replace 1985 Bus	\$ 243.4	STP	\$ 275.0	September 30, 2001	Will be included in 99-00 FTA Grant Request	December-00	March-01	April-02
Fairfield	Replace 4 - 1985 Buses	\$ 973.6	STP	\$ 1,100.0	September 30, 2001	Will be included in 99-00 FTA Grant Request	December-00	March-01	April-02

## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Rio Vista	Front St. pavement rehabilitation between Main St. and Logan Street	\$ 38	RTIP (STIP)	\$ 76	June 30, 2000	No activity to date; on schedule to meet obligation date	March-00	April-00	June-00
Rio Vista	Main Street Improvements Projects/Overlay	\$ 59.5	STP-G	\$ 67.5	September 30, 2000	No activity to date; on schedule to meet obligation date	March-00	April-00	June-00
Rio Vista	Estuary Entry Landing (Rehabilitate Boat Dock)	\$ 75	Solano TEA	\$ 75	September 30, 2000	Field review requested from Caltrans	May-00	June-00	August-00
Rio Vista	Lighted Crosswalk at Gardner Way	\$ 26.0	STP	\$ 30.0	September 30, 2001	No activity to date; on schedule to meet obligation date	March-01	April-01	June-01
Rio Vista	Highway 12 and Church Road - right turn lane	\$ 35.0	STP	\$ 40.0	September 30, 2001	No activity to date; on schedule to meet obligation date	May-00	June-00	September-00
Rio Vista	Highway 12 and Amerada Road - right turn lane	\$ 35.0	STP	\$ 40.0	September 30, 2001	No activity to date; on schedule to meet obligation date	May-00	June-00	September-00
Rio Vista	Main Street pavement rehabilitation from Highway 12 to east of Front St. (City Hall)	\$ 158.0	STP	\$ 179.0	September 30, 2001	No activity to date; on schedule to meet obligation date	March-00	April-00	June-00

## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Solano Community College	Electric Police Bikes	\$ 12	Solano TFCA	\$ 12	October 1, 2001	Agreement required between the STA and the Solano Community College	February-00	April-00	June-00

## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Solano Commuter Information	Northern Solano Multi-modal direct mail outreach	\$ 2	YSAQMD	\$ 2	June 30, 2000	Contract pending	November-99	November-99	June-00
Solano Commuter Information	Integrated Transit Service	\$ 35	Solano TFCA	\$ 35	October 1, 2001	Contract pending	February-00	July-00	June-01
Solano Commuter Information	Enhanced Vanpool Services	\$ 40	Solano TFCA	\$ 40	October 1, 2001	Contract pending	February-00	July-00	June-01

## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Solano County	Dixon-Davis Bike Route	\$ 50	YSAQMD	\$ 50	June 30, 2000	Waiting for the completion of the funding agreement	January-00	April-01	August-01
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	Preliminary design in progress	December-99	April-01	July-01
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	Environmental clearances in progress; one year extension will be requested	October-00	May-01	September-01
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	Project has been completed	September-97	May-98	May-99
Solano County	Fairfield Area School Pedestrian Safety Project	\$ 50	Solano TEA	\$ 50	September 30, 2000	Pending TIP Amendment	May-00	July-00	August-00
Solano County	Suisun Valley Road - design	\$ 70.0	STP-G	\$ 80.0	September 30, 2000	Environmental clearances in progress	February-96	February-96	October-00
Solano County	Overlays - various county roads	\$ 532.0	STP-G	\$ 601.0	September 30, 2000	Under Construction	October-98	September-99	September-99
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	Preliminary design in progress	December-00	April-01	July-01
Solano County	Disabled access ramps in Vallejo - various	\$ 26.0	STP	\$ 30.0	September 30, 2001	Preliminary design in progress	May-00	July-00	August-00

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## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
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	Pending TIP Amendment	May-00	June-00	October-00
Solano County	Dixon to Davis Bike Route, improvements on Vaughn Road east of Pedrick	\$ 860.2	CMAQ	\$ 971.7	September 30, 2001	Preliminary design in progress	December-00	April-01	August-01
Solano County	Green Valley Bike Route	\$ 42	Solano TFCA	\$ 42	October 1, 2001	Waiting for the completion of the funding agreement	December-00	April-01	August-01
Solano County	Replace bridge on Pleasants Valley Road at Pleasants Creek (Bridge No. 23C-95)	\$ 40	TDA Article 3	\$ 790	June 30, 2002	Environmental clearances in progress	April-00	May-00	August-00

# Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
STA	Bike Links Maps	\$ 5	YSAQMD	\$ 5	June 30, 2000	To commence January 2000	April-00	April-00	April-00
STA	Citylink Route 30	\$ 90	YSAQMD	\$ 90	June 30, 2000	Operating for July 1999 to June 2000	December-99	July-99	June-00
STA	I-80 Reliever Route additional support cost	\$ 191	RTIP (STIP)	\$ 191	June 30, 2000	Scope to be determined	March-00	June-00	June-02
STA	Suisun/Fairfield Train Station Parking Improvements	\$ 591	TCI	\$ 591	June 30, 2000	New appraisal to be prepared for CTC allocation	April-00	April-00	April-01
Vacaville	Jepson Parkway (3 bridges)	\$ 1,451.0	STP-D	\$ 1,640.0	September 30, 2001	Received CEQA document, NEPA pending, ROW expected January 2000	October-00	March-01	December-01
STA	Citylink Route 30	\$ 5	Solano TFCA	\$ 5	October 1, 2001	Operating for July 1999 to June 2000	December-99	July-99	June-00
STA	Solano Electric Vehicle Infra.	\$ 30	Solano TFCA	\$ 30	October 1, 2001	Five charging station locations funded	October-99	October-99	December-99
STA	Jepson Parkway, Phase 1 - Concept Plan and project support	\$ 630.0	RTIP (STIP)	\$ 630.0	June 30, 1999	Draft plan scheduled for January 2000	March-99	May-99	June-03
Fairfield	Jepson Parkway, Phase 1 - Segment 5, Vanden realignment	\$ 1,386.0	RTIP (STIP)	\$ 1,386.0	June 30, 1999	Under Construction	obligated	October-99	July-00
Solano County	Jepson Parkway, Phase 1 - Segment 4, Vanden widening	\$ 8,200.0	RTIP (STIP)	\$ 8,200.0	June 30, 2003	Environmental phase	March-03	April-03	November-03
Fairfield	Jepson Parkway, Phase 1 - Segment 7, Walters extension	\$ 3,300.0	RTIP (STIP)	\$ 3,300.0	June 30, 2003	Environmental phase pending	March-03	April-03	October-04
Fairfield	Jepson Parkway, Phase 1 - Segment 5, Vanden realignment	\$ 400.0	TEA 21 Demo	\$ 400.0	N/A	Under Construction	obligated	October-99	July-00
Suisun City	Jepson Parkway, Phase 1 - Segment 9, Walters widening	\$ 2,270.0	TEA 21 Demo	\$ 2,270.0	N/A	Received CEQA document, NEPA pending	October-99	January-01	October-01
Fairfield	Jepson Parkway, Phase 1 - Segment 7, Walters extension	\$ 2,200.0	TEA 21 Demo	\$ 2,200.0	N/A	Environmental phase pending	March-03	April-03	October-04
Vacaville	Jepson Parkway, Phase 1 - Segment 1, I-80/Leisure Town I/C	\$ 9,500.0	TEA 21 Demo	\$ 9,500.0	N/A	Environmental complete, awaiting project report approval. Next step - initiate PSE and ROW application	January-02	April-02	October-04

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# Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Suisun City	Merganser Drive rehabilitation from East Wigeon to Sunset	\$ 143	RTIP (STIP)	\$ 224	June 30, 2000	Pending field review	April-00	June-00	October-00
Suisun City	Pintail Drive rehabilitation from Sunset to Bluebill	\$ 95	RTIP (STIP)	\$ 237	June 30, 2000	Pending field review	April-00	June-00	October-00
Suisun City	Blossom Road rehabilitation from Pintail to 300 feet south of Railroad Road	\$ 190	RTIP (STIP)	\$ 346	June 30, 2000	Pending field review	April-00	June-00	October-00
Suisun City	Main Street rehabilitation from Cordelia Street North to Highway 12	\$ 238	RTIP (STIP)	\$ 424	June 30, 2000	Pending field review	April-00	June-00	October-00
Suisun City	Central County Bikeway from Main Street to Marina Blvd.	\$ 65	Solano TEA	\$ 65	September 30, 2000	Pending field review	April-00	June-00	October-00
Suisun City	Main Street Pedestrian and Driftwood Drive Pedestrian/ Bicycle Street Improvements (Downtown Suisun City)	\$ 195	MTC TLC	\$ 195	September 30, 2000	Pending field review	April-00	June-00	October-00
Suisun City	Pintail Drive	\$ 238.9	STP-G	\$ 269.9	September 30, 2000	Final progress pay	August-98	September-98	October-99
Suisun City	Highway 12 median improvements at 4 intersections between Marina and Walters Road	\$ 17.0	STP	\$ 20.0	September 30, 2001	To begin late next year	April-01	June-01	October-01
Suisun City	Lighted Crosswalk at Main St./Amtrak	\$ 26.0	STP	\$ 30.0	September 30, 2001	Not available Information available next year	April-01	June-01	October-01
Suisun City	Striping and centerline work for bike lanes -- several locations	\$ 35.0	STP	\$ 40.0	September 30, 2001	Not available Information available next year	April-01	June-01	October-01
Suisun City	Class 1 path along Highway 12 from Village Dr. to Amtrak Station	\$ 133.0	CMAQ	\$ 150.0	September 30, 2001	Not available Information available next year	April-01	June-01	October-01
Suisun City	Class I path along Highway 12 from Sunset to Walters	\$ 177.0	CMAQ	\$ 200.0	September 30, 2001	Not available Information available next year	April-01	June-01	October-01

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## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Suisun City	Railroad Avenue rehabilitation from Sunset to East Tabor Avenue (a)	\$ 200.0	STP	\$ 226.0	September 30, 2001	Not available Information available next year	April-01	June-01	October-01
Suisun City	Update road network, update treatment decision and related costs, establish pavement needs, etc.	\$ 16	P-TAP	\$ 18	N/A	Consultant on-going efforts	N/A	September-99	February-00

## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Vacaville	EV Charging Stations	\$ 10	YSAQMD	\$ 10	June 30, 2000	Caltrans field review	June-00	July-00	December-00
Vacaville	Leisure Town Road Park-and-Ride Lot	\$ 50	YSAQMD	\$ 50	June 30, 2000	Preliminary engineering in progress	June-00	July-00	December-00
Vacaville	Alamo Creek Bike Path	\$ 50	YSAQMD	\$ 50	June 30, 2000	Preliminary engineering in progress	June-00	July-00	December-00
Vacaville	Solano BART Express	\$ 97	YSAQMD	\$ 97	June 30, 2000	Service in operation	July-99	July-99	June-00
Vacaville	Leisure Town Road rehabilitation from Kingswood Ave. to Alamo Dr.	\$ 134	RTIP (STIP)	\$ 202	June 30, 2000	Pre-design; field review	March-00	June-00	October-00
Vacaville	Marshall Road overlay from Nut Tree Rd. to Leisure Town Rd.	\$ 272	RTIP (STIP)	\$ 406	June 30, 2000	Pre-design; field review	March-00	June-00	October-00
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 (STIP)	\$ 840	June 30, 2000	Pre-design; field review	March-00	June-00	October-00
Vacaville	Leisure Town Road (b)	\$ -	STP-G	\$ -	N/A	These project combined with Leisure Town Road (a) project	N/A	N/A	N/A
Vacaville	Alamo Creek Bike Path (Alamo Dr. to Marshall Road)	\$ 95	Solano TEA	\$ 95	September 30, 2000	Preliminary engineering in progress	September-00	October-00	September-01
Vacaville	Peabody	\$ 133.0	STP-G	\$ 150.0	September 30, 2000	Completed	N/A	N/A	N/A
Vacaville	Leisure Town Road (a)	\$ 267.0	STP-G	\$ 302.0	September 30, 2000	TIP Amendment completed	September-00	March-01	March-02
Vacaville	Meridian Road rehabilitation from Midway Rd. to approximately 2,600 feet south of Midway Rd./Vacaville city limits	\$ 84	RTIP (STIP)	\$ 126	June 30, 2001	Begin pre-design July 2000	March-01	June-01	September-01
Vacaville	Aldridge Rd. rehabilitation from Rice Lane to Putah South Canal	\$ 86	RTIP (STIP)	\$ 128	June 30, 2001	Begin pre-design July 2000	March-01	June-01	September-01
Vacaville	Midway Road rehabilitation from Meridian Rd. to I-80	\$ 120	RTIP (STIP)	\$ 180	June 30, 2001	Begin pre-design July 2000	March-01	June-01	September-01

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# Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Vacaville	Extension of Class 1 Southside Bikeway from Marshall Road to Vacaville Regional Transportation Center	\$ 75	TDA Article 3	\$ 225	June 30, 2001	Contract documents nearly complete	June-00	July-00	June-01
Vacaville	Parker Street reconstruction from Main St. to E. Monte Vista Ave.	\$ 317	RTIP	\$ 473	June 30, 2001	Begin pre-design July 2000	March-01	June-01	September-01
Vacaville	Kendal Street reconstruction from Cernon St. to Dobbins St.	\$ 366	RTIP (STIP)	\$ 548	June 30, 2001	Begin pre-design July 2000	March-01	June-01	September-01
Vacaville	Cross walk signage	\$ 8.0	STP	\$ 10.0	September 30, 2001	Working with Caltrans	September-01	October-01	March-02
Vacaville	Lighted Crosswalk, Eubanks	\$ 26.0	STP	\$ 30.0	September 30, 2001	Working with Caltrans	September-01	October-01	March-02
Vacaville	Bicycle Lockers/Racks	\$ 20.0	CMAQ	\$ 40.0	September 30, 2001	Caltrans field review	June-00	July-00	December-00
Vacaville	Elmira Road Pedestrian/Bike Path	\$ 80.0	CMAQ	\$ 100.0	September 30, 2001	Caltrans field review	September-00	October-00	December-00
Vacaville	I-80 Reliever Route at Elmira and Leisure Town Road - new traffic signal	\$ 133.0	STP	\$ 150.0	September 30, 2001	Working with Caltrans	September-01	October-01	March-02
Vacaville	Leisure Town Road Park & Ride Lot	\$ 250.0	CMAQ	\$ 300.0	September 30, 2001	Preliminary engineering in progress	June-00	July-00	December-00
Vacaville	Alamo Creek Bikeway from Southside Bikeway to Alamo Drive	\$ 300.0	CMAQ	\$ 350.0	September 30, 2001	Preliminary engineering in progress	June-00	July-00	December-00
Vacaville	Peabody Rd. rehabilitation from Elmira Rd. to Beelard Dr.	\$ 474.4	STP	\$ 536.0	September 30, 2001	Pre-design; field review	March-00	June-00	October-00
Vacaville	Southside Bikeway (Alamo Drive to VRTC)	\$ 500.0	CMAQ	\$ 600.0	September 30, 2001	Contract documents nearly complete	June-00	July-00	June-01

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## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Vacaville	Electric Vehicles and Infrastructure	\$ 300.0	CMAQ	\$ 750.0	September 30, 2001	Caltrans field review	June-00	July-00	June-01

# Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Vallejo	Tennessee Street overlay from Butte St. to Monterey St.	\$ 59	RTIP (STIP)	\$ 59	June 30, 2000	Preliminary design is underway	April-00	April-00	July-00
Vallejo	Maine St. overlay from Santa Clara St. to Marin St.	\$ 98	RTIP (STIP)	\$ 98	June 30, 2000	Preliminary design is underway	April-00	April-00	July-00
Vallejo	Georgia St. overlay from Sonoma Blvd. To Amador St.	\$ 345	RTIP (STIP)	\$ 345	June 30, 2000	Preliminary design is underway	April-00	April-00	July-00
Vallejo	Curtola Parkway overlay from Maine Street to Lemon St.	\$ 839	RTIP (STIP)	\$ 839	June 30, 2000	Preliminary design is underway	April-00	April-00	July-00
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	Ready to rebid after finalize the encroachment permit with Caltrans	March-00	March-00	July-00
Vallejo	Lemon St. (4)	\$ 26.0	STP-G	\$ 29.0	September 30, 2000	Planning/schedule. Design scheduled for April 2000 start	August-00	August-00	November-00
Vallejo	Curtola Parkway (3)	\$ 54.0	STP-G	\$ 61.0	September 30, 2000	Planning/schedule. Design scheduled for April 2000 start	August-00	August-00	November-00
Vallejo	Tennessee (2) Marin to 29	\$ 68.0	STP-G	\$ 77.0	September 30, 2000	Planning/schedule. Design scheduled for April 2000 start	August-00	August-00	November-00
Vallejo	Tennessee (1) Wilson to Marin	\$ 99.0	STP-G	\$ 112.0	September 30, 2000	Planning/schedule. Design scheduled for April 2000 start	August-00	August-00	November-00
Vallejo	Solano Bikeway - Columbus Pkwy. to Hiddenbrooke Pkwy	\$ 120	Solano TEA	\$ 120	September 30, 2000	Ready to rebid after finalize the encroachment permit with Caltrans	March-00	March-00	July-00
Vallejo	Tennessee (3) 29 to Monterey	\$ 116.0	STP-G	\$ 131.0	September 30, 2000	Planning/schedule. Design scheduled for April 2000 start	August-00	August-00	November-00
Vallejo	3 Buses, rehabilitation	\$ 317.0	STP-G	\$ 358.0	September 30, 2000	Application to FTA to be submitted by 10/99	December-99	March-00	
Vallejo	Purchase 4 buses for service on I-80	\$ 1,196.0	TEA 21 Demo	\$ 1,495.0	September 30, 2000	Application to FTA to be submitted by Vallejo by 10/99	December-99	March-00	

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# Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Vallejo	Mare Island Way (2)	\$ 120.0	STP-G	\$ 136.0	September 30, 2000	Planning/schedule. Design scheduled for April 2000 start	August-00	August-00	November-00
Vallejo	Redwood Street overlay from Sonoma Blvd. To Sacramento St.	\$ 212	RTIP (STIP)	\$ 212	June 30, 2001	In planning/schedule phase	April-01	April-01	July-01
Vallejo	Mare Island Way overlay from Maine Street to Florida St.	\$ 296	RTIP (STIP)	\$ 296	June 30, 2001	In planning/schedule phase	April-01	April-01	July-01
Vallejo	Tuolumne Street overlay from Redwood St. to Broadway	\$ 857	RTIP (STIP)	\$ 857	June 30, 2001	In planning/schedule phase	April-01	April-01	July-01
Vallejo	Construct a left turn improvement at SR 29 in Vallejo	\$ 22.0	STP	\$ 25.0	September 30, 2001	In planning/schedule phase	August-01	April-01	November-01
Vallejo	Lighted Crosswalk at Sereno	\$ 26.0	STP	\$ 30.0	September 30, 2001	In planning/schedule phase	August-01	April-01	November-01
Vallejo	New traffic signal at Sonoma and Carolina	\$ 84.0	STP	\$ 177.0	September 30, 2001	In planning/schedule phase	August-01	April-01	November-01
Vallejo	Ferry maintenance facility rehab (fueling tanks)	\$ 177.0	CMAQ	\$ 200.0	September 30, 2001	Application to FTA to be submitted October 1999	December-99	March-00	
Vallejo	Rehabilitate bus maintenance facility	\$ 221.2	STP	\$ 250.0	September 30, 2001	Application to FTA to be submitted October 1999	December-99	February-00	
Vallejo	Rehabilitation of ferry maintenance facility (maintenance dock)	\$ 71.2	STP	\$ 250.0	September 30, 2001	Application to FTA to be submitted October 1999	December-99	March-00	
Vallejo	Fairgrounds Drive overlay from Gateway to Vallejo city limits	\$ 424.0	STP	\$ 479.0	September 30, 2001	In planning/schedule phase	April-01	April-01	July-01
Vallejo	Purchase 3 buses for service on I-80	\$ 992.5	TEA 21 Demo	\$ 1,240.6	September 30, 2001	POP complete; TIP Amendment expected 9/99; local match needs to be confirmed	TBD	TBD	TBD
Vallejo	Rehabilitate 5 Buses	\$ 531.0	STP	\$ 600.0	September 30, 2001	Application to FTA to be submitted October 1999	December-99	March-00	
Vallejo	Police Bikes	\$ 9	Solano TFCA	\$ 9	October 1, 2001	Awaiting contract from STA			
Vallejo	Solano Bikeway	\$ 24	Solano TFCA	\$ 24	October 1, 2001	Ready to rebid after finalize the encroachment permit with Caltrans	March-00	March-00	July-00

## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
Vallejo	Mare Isl. Employee Shuttle	\$ 20	Solano TFCA	\$ 20	October 1, 2001	TBD	TBD	TBD	TBD
Vallejo	Electric Chargers-Infrastruc.	\$ 62	Solano TFCA	\$ 62	October 1, 2001	TBD	TBD	TBD	TBD
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	Ready to rebid after finalize the encroachment permit with Caltrans	March-00	March-00	July-00

## Solano Transportation Authority - Project Monitoring Program

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	Project Begins	Project Ends
YSAQMD	Regional Spare the Air Program for Eastern Solano County	\$ 29.0	CMAQ	\$ 32.8	September 30, 2001	Establishing MOU with SMAQMD	July-00		



DATE: October 5, 1999  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
SUBJECT: Project Assistance Consultant

### **BACKGROUND**

One of the most important priorities of the STA and its member agencies is the successful and timely delivery of its transportation projects. Solano County has successfully obtained funding for over 150 transportation projects with an aggregate funding total of over \$200 million. STA has been working with our various project sponsors to identify each project, the funding source, obligation dates and the status of each project. This effort is being coordinated in preparation for the development of a Project Monitoring Program for Solano County (note agenda item VIII.G.). As part of the process for developing this program, STA staff asked each member if they were anticipating needing consultant assistance to deliver their projects and if the STA could be of assistance in facilitating this process by coordinating one consultant contract to help several members.

### **DISCUSSION**

The cities of Benicia, Rio Vista and Suisun City indicated their interest in this type of a shared consultant approach. A meeting was held on September 16 to discuss the nature and amount of consultant assistance needed, the specifics of a shared scope of work, resources available, selection of a consultant, and development of a memorandum of understanding to clarify the proposed efforts.

Some of the potential benefits that could be derived from this shared process are:

- 1) the pooling of resources into one contract thereby reducing overall costs
- 2) combining the projects into one comprehensive list to be accomplished by one consultant simplifying the coordination with Caltrans
- 3) providing the three agencies with an additional technical resource not currently available on their staff
- 4) having the STA manage the consultant contract and coordination for recruitment of the consultant freeing up the three cities to work on project delivery

STA staff and legal counsel (City of Vacaville) are working with the three cities to develop a draft MOU, scope of work and estimated budget. Subject to STA Board approval, the STA is targeting the recruitment and selection of a consultant by November 1999. The first wave of local projects have an obligation deadline of June 2000.

At the meeting, staff from the three cities and the STA agreed the shared consultant process has merit and a staff recommendation should be forwarded to the STA Board to support this effort. In order to expedite this project, STA staff recommends that \$10,000 in funds from the 1999/2000 Project Development Budget (allocated to the Project Development Budget from 1998/99 Fund Balance – agenda item #VIII.A) be dedicated to augment this effort. Each of the three agencies would be required to provide funding for their share of the consultant contract based on actual consultant hours required. It is estimated that the overall cost for consultant assistance will be in the range of \$40,000 to \$60,000 and the contract term will run until December 2000. Several STA TAC commented that if this effort is successful, their agencies may be interested in joining this type of a coordinated approach. STA Legal Counsel has prepared a draft memorandum of understanding (MOU) that has been distributed to each agency for their review. A draft scope of work and final consultant budget is still in development.

### **Fiscal Impact**

The impact on the STA's Project Delivery Budget would be \$10,000.

### **Recommendation**

1. Approve consultant project delivery assistance for the cities of Benicia, Rio Vista and Suisun City
2. Approve allocation of \$10,000 in the 1999/2000 Project Development Budget for this purpose.
3. Authorize Executive Director to sign Project Consultant MOU on behalf of STA.



DATE: October 5, 1999  
TO: STA Board  
FROM: Daryl Halls, Executive Director  
SUBJECT: Revised 1999-2000 Priority Project Budget and Co-Sponsorship of SEDCORP Breakfast

**DISCUSSION**

Pursuant to STA Board approval of the allocation 1998/99 funds toward the Priority Project Budget for 1999/2000, the Priority Project Budget should be revised to reflect these reallocation of resources. Attached is a copy of the current Priority Projects Budget and the amended changes recommended by staff. These include allocating \$10,000 toward a project delivery consultant for the cities of Benicia, Rio Vista and Suisun City, \$15,000 for marketing to produce a video and various marketing materials for the Comprehensive Plan (brochures), and the \$60,000 for the Development of the Comprehensive Plan.

Last month, the Solano Economic Development Corporation (SEDCORP) recently contacted the STA regarding co-sponsoring one of their monthly investor breakfasts. The focus of the proposed breakfast would be on transportation issues, both regionally and within Solano County. SEDCORP is interested in holding this event on November 10 at 7:00 a.m., at the Holiday Inn in Fairfield. Carl Guardino, President of the Silicon Valley Manufacturing Group, is scheduled to be the featured speaker. Guardino has been a leading proponent on various regional transportation issues and a driving force behind the public/private partnership in Santa Clara County that has supported various transportation initiatives and planning efforts. Immediately following Guardino, SEDCORP would like the STA to participant on a transportation panel with members of SEDCORP's Transportation Action Team to discuss Solano County's mobility needs. As part of the co-sponsorship, SEDCORP is requesting STA provide \$1,000 to assist in defraying the cost of the event.

Pursuant to STA Board action on development of Comprehensive Transportation Plan for Solano County (agenda item #VIII.E), the SEDCORP breakfast would serve as an ideal kickoff for the STA's planning efforts, facilitate a discussion on the various transportation needs and issues in Solano County, and provide a reengagement of STA's successful partnership with SEDCORP in follow up to Advisory Measure F. It is anticipated that one or more members of the STA Board's Transportation Steering Committee would be invited to serve on the panel.

Currently, \$25,000 in 1999/2000 Project Development Budget has been unallocated. Staff recommends allocating \$1,000 from this source to cover the cost of STA's co-sponsoring the event.

**Fiscal Impact**

The cost to STA's Project Development Budget to co-sponsor this event would be \$1,000. The impact of funding for marketing on the Project Delivery Budget would be \$15,000.

**Recommendation**

1. Approved programming \$15,000 for marketing in the 1999/2000 Project Priorities Budget.
2. Approve co-sponsorship of SEDCORP Breakfast on transportation and allocate \$1,000 from 1999-2000 Project Development Budget to assist in covering the cost of the event.
3. Approved revised 1999/2000 Project Development Budget.

### Revised Project Development Budget 99/2000

Purpose: To revise the 1999/2000 Project Development Budget to reflect STA's planning and programming priorities.

	<u>Former</u>	<u>Additional Funds</u>	<u>Total</u>
Comprehensive Transportation Plan	\$90,000	\$60,000	\$150,000
Capitol Corridor	\$ 5,000	0	\$ 5,000
Federal Lobbyist	\$25,000	0	\$ 25,000
Jepson Parkway (I-80 Reliever)	\$15,000	0	\$ 15,000
Electrical Vehicles	\$ 5,000	0	\$ 5,000
Miscellaneous Project Development	\$25,000	-\$1,000	\$ 24,000
Project Development Consultant	0	\$10,000	\$ 10,000
Marketing (video, materials)	0	\$15,000	\$ 15,000
SEDCORP Breakfast	0	\$1,000	\$ 1,000

Evaluation: It would be my recommendation to reevaluate at midyear budget review/January 2000.



DATE: October 5, 1999  
TO: STA Board  
FROM: Matt Todd, Transportation Planner  
SUBJECT: 2<sup>nd</sup> Cycle TEA-21/STP/CMAQ

### **BACKGROUND**

The Transportation Efficiency Act for the 21<sup>st</sup> 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). The final three years of funding is scheduled to be programmed over the next six months.

MTC is proposing to distribute the TEA-21 Cycle 2 funds through five programs: 1) County Rehabilitation Program, 2) Customer Service Program, 3) Transportation for Livable Communities Program, 4) Corridor Management Program, and 5) Regional Transit Program. The County Rehabilitation and Corridor Management Programs are administered through the STA and the programming process for these funds needs to start now to meet the February 2000 deadline set by MTC.

The County Rehabilitation program is focused on maintenance and rehabilitation of our existing transportation system. The Corridor Management Program is focused on corridor management strategies that improve the way the existing transportation system works as well as low cost safety projects. The details of these programs are contained in the attachments to this item. Both of these programs distribute funds to the counties in the Bay Area based on a population basis.

### **DISCUSSION**

Attached for your information and discussion is a proposed 2<sup>nd</sup> Cycle schedule through February 2000 when the project lists for the County Rehabilitation Program and the Corridor Management Programs are due to MTC, including comments received from the Consortium and STA TAC. The attachments also detail the funding from Cycle 1 and the proposed Cycle 2 programs and funding levels. The attached MTC documents, proposed to be formalized at the end of October, detail the rules and criteria of the programs. STA staff has agendized this item for discussion early in the process, prior to the selection of projects.

There are three policy decisions associated with these funding programs scheduled to come to the STA Board next month. These issues were discussed at the Consortium and STA TAC on September 27 and presented to the STA Board this month for information (entire process schedule detailed on the attached calendar). A final STA Board action on these issues will be requested at the November meeting.

Issue #1 (Page 119)

*Confirm the need for Corridor Management Projects.* This program was used in the 1<sup>st</sup> Cycle, funding Operational System Management projects and Low Cost Safety projects. Many projects from Solano County were not funded and staff expects additional projects to be added to the list. There was consensus among the Consortium, STA TAC, and staff that this is an important program.

Issue #2 (Page 120)

*Funds for Low Cost Safety Projects, from which source of funding and at what amount.* In the 1<sup>st</sup> Cycle, the STA dedicated a portion of Solano County funds to Low Cost Safety projects. There is consensus among the Consortium, STA TAC, and staff that Low Cost Safety projects should be funded and a target level of about \$500,000 was discussed. There was a lengthy discussion on how to fund these projects. Cycle 2 guidelines present Solano County with new options to address this issue. Options discussed at the Consortium and STA TAC include: 1) Use of Corridor Management Program funds 2) Use of County Rehabilitation Funds 3) Use Eastern Solano CMAQ funds (funds based on the Yolo/Solano Air Basin) for projects in that part of the county and use Corridor Management funds (funds primarily based on the Bay Area Air Basin) in that part of the county.

Issue #3 (Page 121)

*How much County Rehabilitation funds should go to roads versus transit?* There was a detailed discussion at the Consortium and STA TAC on this issue. Information in the attachments present various options that were discussed including what occurred in Cycle 1 as well as three options presented by MTC. MTC still has not issued a final guidance on this issue, though there should be some direction from MTC Work Program Committee available at the STA Board meeting. The STA TAC focused on a mode split of 80% roads – 20% transit or 70% roads – 30% transit.

**Fiscal Impact**

None

**Recommendation**

Approve the TEA-21 Cycle 2 Process and Calendar for Solano County; and review and provide input on the three issues discussed above.

Attachments

## 2nd Cycle

Solano Transportation Authority  
 Proposed Schedule for Programming of FY 2000/2001, 2001/2002, and 2002/2003  
 Transportation Efficiency Act for the 21st Century (TEA -21) Funds  
 (Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Program  
 (CMAQ))

Date(s)	Committee	Action
September 29, 1999	STA TAC Consortium	-Review and comment on the TEA-21 Cycle 2 process and calendar -Discuss modal funding splits
October 8, 1999		
October 13, 1999	STA Board	-Approve TEA-21 Cycle 2 process and calendar -Review modal funding split issues
October 22, 1999		
October 27, 1999	MTC	-Approve the TEA-21 Cycle 2 Program
October 27, 1999	STA TAC Consortium	-Adopt a modal funding split recommendation
November 1, 1999		-Call for Projects (Due to STA November 30)
November 10, 1999	STA Board	-Approve a modal funding split
November 12, 1999		
November 22, 1999	STA TAC Consortium <i>(proposed date)</i>	
November 30, 1999		-Applications for project nominations due to the STA
December 8, 1999	STA Board	-Review project nominations list
December 20, 1999	STA TAC Consortium <i>(proposed date)</i>	Project Selection Process - Create Draft Project List
January 12, 2000	STA Board	-Review Draft Project List
January 14, 2000		
January 26, 2000	STA TAC Consortium	-Adopt Draft Project List -Transmit Draft Project List to MTC
February 9, 2000	STA Board	-Approve Project List for transmittal to MTC



## 2nd Cycle

Solano Transportation Authority  
 Proposed Schedule for Programming of FY 2000/2001, 2001/2002, and 2002/2003  
 Transportation Efficiency Act for the 21st Century (TEA -21) Funds  
 (Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Program (CMAQ))

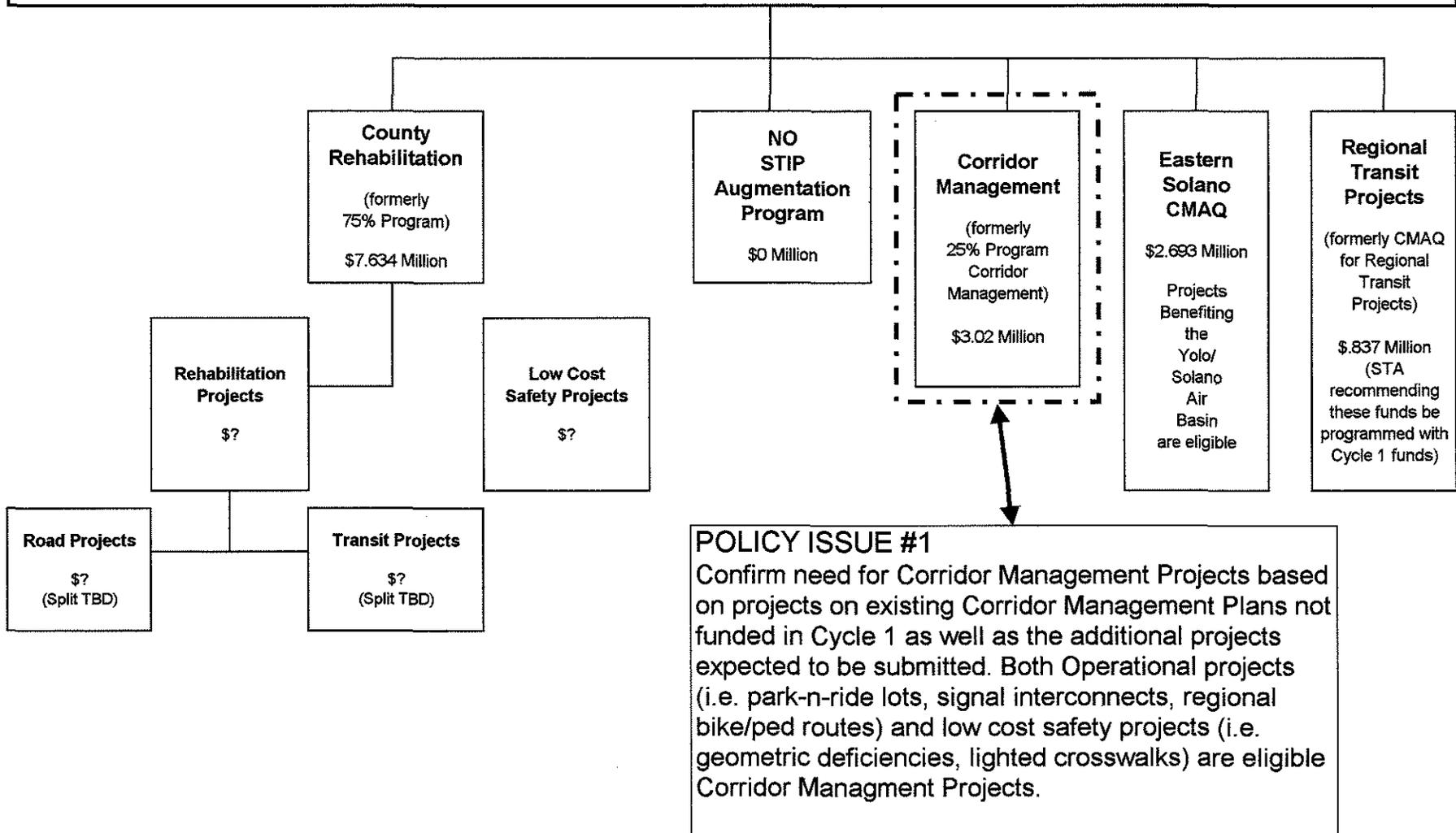
Date(s)	Committee	Corridor Management Program General Information/Program Summary	Step 1 - Emphasis Areas	Step 2 - Corridor Plans	Step 3 - Project Selection
September 28, 1999	STA TAC Consortium	-Review and comment on the TEA-21 Cycle 2 process and calendar	-Discuss the emphasis areas of the existing corridor plans		-Discuss the projects of the existing corridor plans
October 8, 1999			-Call for input on the Corridor Emphasis Areas (Due to STA October 22)		
October 13, 1999	STA Board	-Approve TEA-21 Cycle 2 process and calendar	-Review draft emphasis areas and existing corridor plans		
October 22, 1999			-Input on the Corridor Emphasis Areas due to the STA		
October 27, 1999	MTC	-Approve the TEA-21 Cycle 2 Program			
October 27, 1999	STA TAC Consortium		-Adopt corridor emphasis areas for the Solano County Corridors	-Call for Projects for additional projects for the corridor plans (no application at this time, just project title and brief description if necessary, due to STA November 12)	
November 1, 1999		The Corridor Management Program process consists of three steps.			
November 10, 1999	STA Board		-Approve corridor emphasis areas		
November 12, 1999		Step 1: Creating and approving Corridor emphasis areas. The emphasis areas are to help guide project selection from the "Corridor Plans" which are lists of projects in a corridor. Emphasis areas based on the Management Objectives from the Cycle 1 process will be used to start the Cycle 2 process.		-Additional projects for the Corridor Plans due to the STA (no application at this time, just project title and brief description if necessary)	
November 22, 1999	STA TAC Consortium <i>(proposed date)</i>			-Review and adopt corridor plans	-Call for Corridor Management Program project applications (It is not expected that all projects in the corridor plans will be applied for, due to STA December 20)
November 30, 1999		Step 2: Create and approve Corridor Management Plans. The Corridor Management Plans are comprised of Operational Improvement and Low Cost Safety Projects that benefit corridors of travel (i.e I-80, I-680, and Highway 12 and 37 as the North Bay East West Corridor). Corridor Plans created for Cycle 1 will be used to start the Cycle 2 process.			
December 8, 1999	STA Board			-Approve Corridor Plans	
December 20, 1999	STA TAC Consortium <i>(proposed date)</i>				-Corridor Management Program project applications due to STA
January 12, 2000	STA Board	Step 3: Apply for and select projects from the Corridor Plans. These should be projects that support the emphasis areas approved from the Step 1 process.			-Review draft projects submitted
January 14, 2000					
January 26, 2000	STA TAC Consortium				-Adopt Draft Project List -Transmit Draft Project List to MTC
February 9, 2000	STA Board				-Approve Project List for transmittal to MTC

Project Selection Process - Create Draft Project List

# 2nd CYCLE

## Proposed Programming for FY 2000/2001, 2001/2002, and 2002/2003

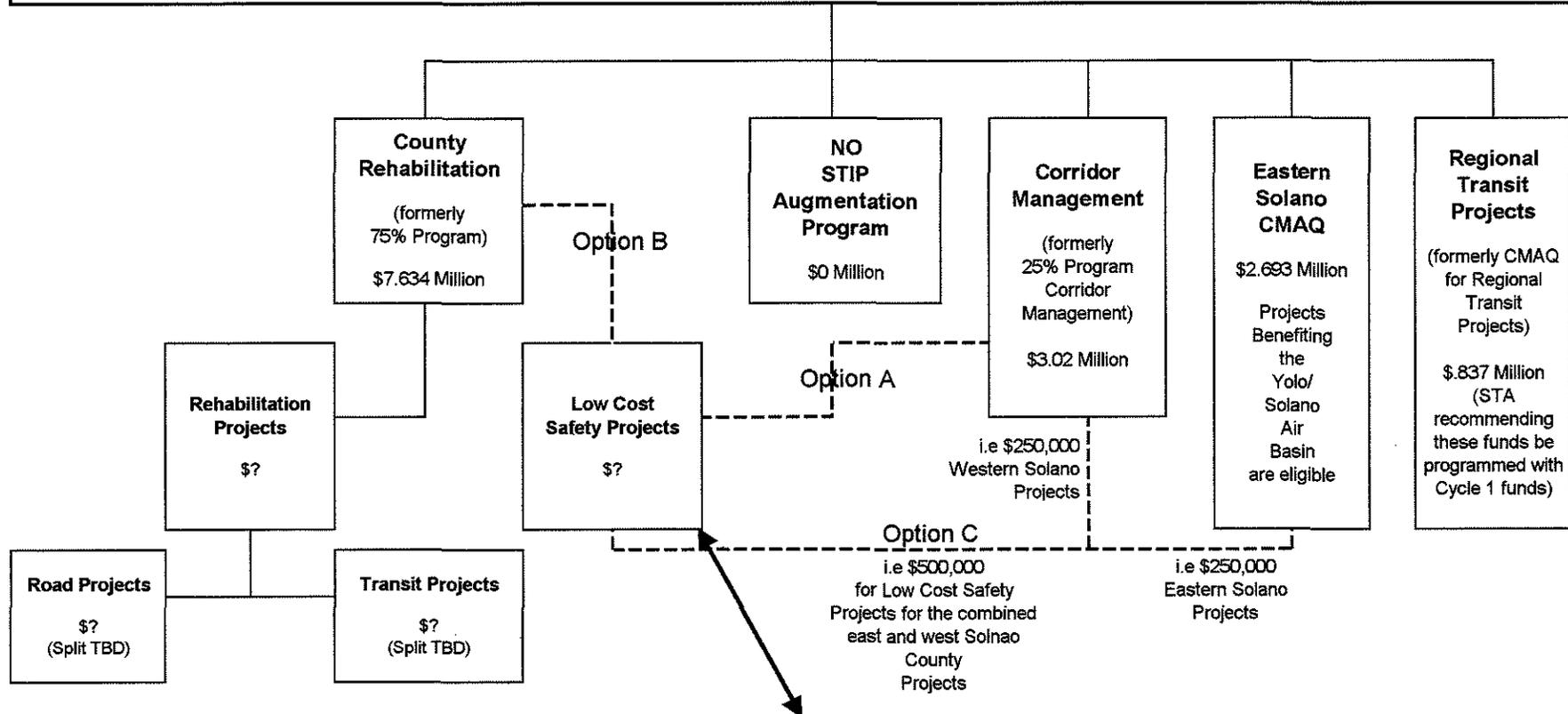
Transportation Efficiency Act for the 21st Century (TEA -21)  
 (Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Program (CMAQ))



# 2nd CYCLE

## Proposed Programming for FY 2000/2001, 2001/2002, and 2002/2003

Transportation Efficiency Act for the 21st Century (TEA -21)  
(Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Program (CMAQ))



### POLICY ISSUE #2

Funds for Low Cost Safety Projects, from which source of funding and at what amount of funding?

The three options under discussion include:

**Option A:** Dedicate funds from the Corridor Management Program, low cost safety projects are an eligible project of this program.

**Option B:** Dedicate funds from the County Rehabilitation fund (similar to the Cycle 1 process), this option would increase the amount of funds in Solano County spent on System Management and Low Cost Safety projects.

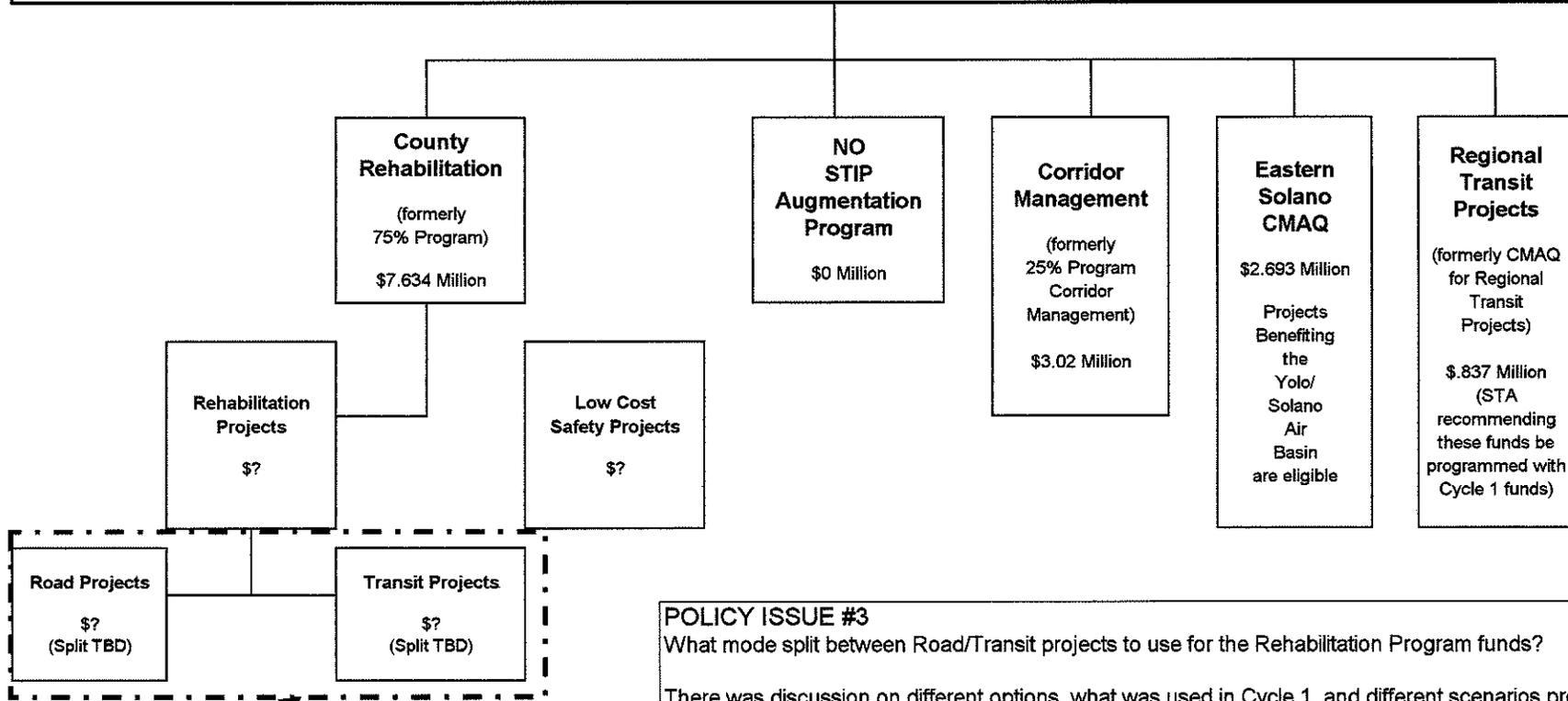
**Option C:** Fund western Solano (Benicia, Fairfield, Suisun City, Vallejo, and parts of County of Solano) Low Cost Safety projects from the Corridor Management funds and fund eastern Solano (Dixon, Rio Vista, Vacaville and parts of County of Solano) Low Cost Safety Projects with Eastern Solano CMAQ. There is an issue to be worked out on the flexibility of the projects that can be selected under this option.

Funding levels were proposed similar to Cycle 1 at about \$500,000. Cycle 2 may allow some flexibility in this amount, based on the Low Cost Safety Project nominations received.

# 2nd CYCLE

## Proposed Programming for FY 2000/2001, 2001/2002, and 2002/2003

Transportation Efficiency Act for the 21st Century (TEA -21)  
 (Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Program (CMAQ))



### POLICY ISSUE #3

What mode split between Road/Transit projects to use for the Rehabilitation Program funds?

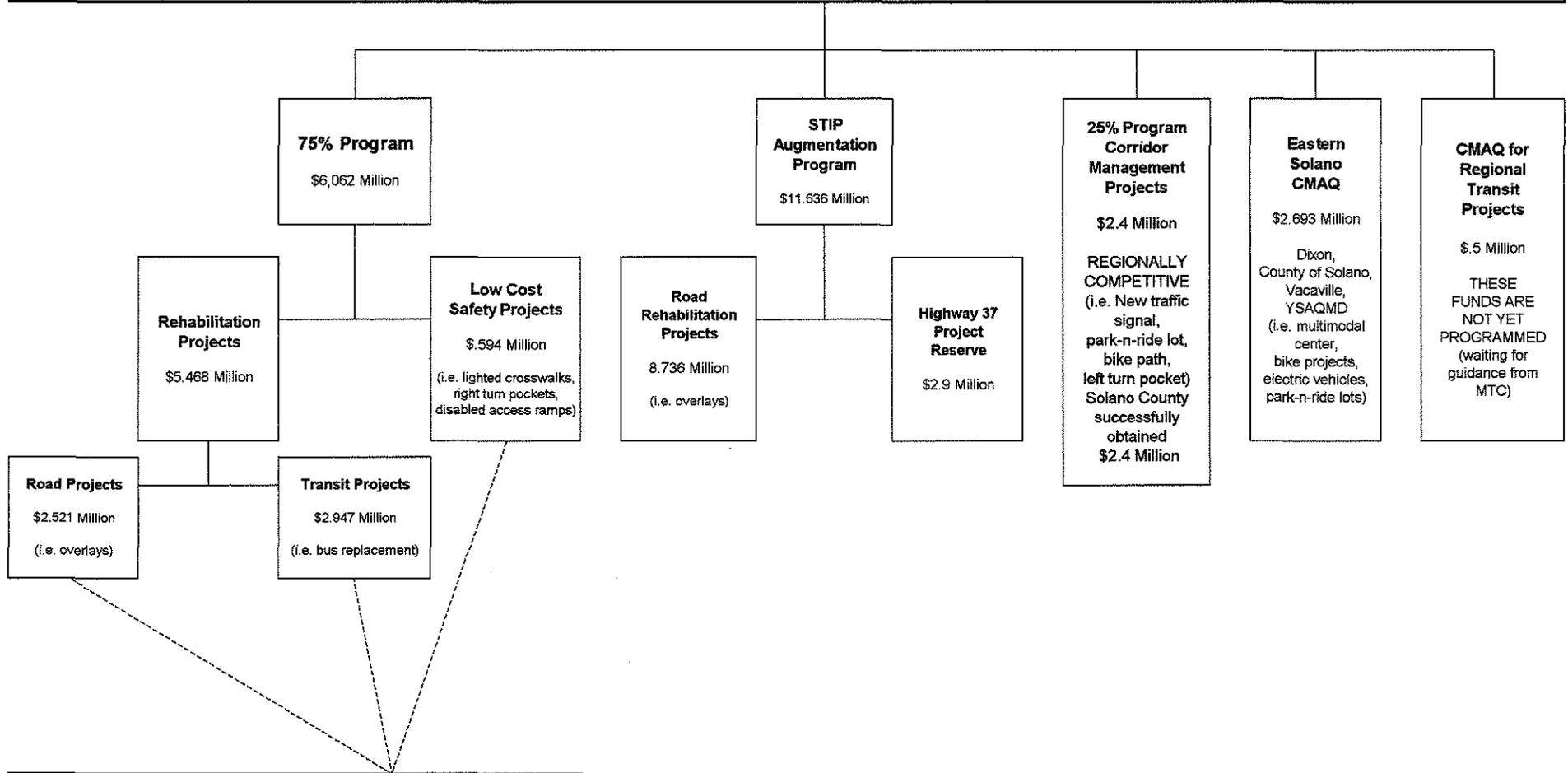
There was discussion on different options, what was used in Cycle 1, and different scenarios proposed by MTC.

	Rehabilitation Project Breakdown	
	Road	Transit
MTC Guidance A	82%	18%
MTC Guidance B	83%	17%
MTC Guidance C	97%	3%
1st Cycle 75% Program and STIP Augmentation	79%	21%
1st Cycle 75% Program	46%	54%
Other	?	?

# 1st CYCLE

## Programming for FY 1997/1998, 1998/1999, and 1999/2000

Transportation Efficiency Act for the 21st Century (TEA -21)  
 (Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Program (CMAQ))  
 and STIP Augmentation (STIP)

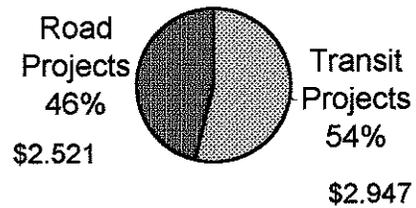


The breakdown of the 75% Program monies into the three categories was determined by the STA (within the MTC guidelines of the program)

# 1st CYCLE FUNDING MODE SPLITS

(dollars in millions)

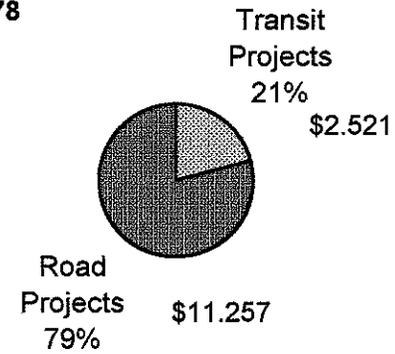
## 75% PROGRAM Rehab. Funds Only



TOTAL: \$5.468

## 75% PROGRAM AND STIP AUGMENTATION REHAB. PROJECTS

TOTAL: \$13.778



### **MTC's Summary of the Guidance:**

The following is a summary of each of the attachments in the proposed 2<sup>nd</sup> Cycle STP/CMAQ guidance.



#### **A. Schedule**

The proposed schedule calls for Commission adoption of the program guidance at its October meeting, project solicitation in November with applications due early in 2000. Project selection will begin in February, program refinement and conformity analysis in February and March, with final program adoption in April. This schedule should allow sufficient time to include the program in the draft 2001 Transportation Improvement Program (TIP) in June/July 2000.

#### **B. Fund Estimate**

The estimate of funding available has been calculated by subtracting prior TEA-21 programming from the total STP/CMAQ funds available over the six years of TEA-21. The six year total is based on actual STP/CMAQ apportionments for 97/98, and an estimate of funds from the remaining five years. An additional \$12 million per year for FY 1999/00 - 2002/03 in CMAQ funds is assumed as a result of the recent change in the Bay Area's air quality attainment status.

The region may receive more funding in actual apportionments than we are estimating is available. For instance, we know that the STP/CMAQ apportionments for 98/99 came in slightly higher than our estimates. We are not proposing to program any additional funds at this time, but instead plan to conduct ancillary TEA-21 programming when we have a better sense of how much extra capacity may be available, what adjustments if any may have to be made to the 2<sup>nd</sup> cycle program, and other funding considerations the Commission may need to address through the end of the current authorization.

#### **C. Rules and Criteria**

The programming rules and criteria for each of the five program categories identified in Resolution 3053, Revised are as follows:

**County Rehabilitation:** Funding will be returned to the counties on a population formula. The CMAs will develop project priorities and submit a proposed list of projects to MTC for adoption.

MTC staff is presenting three options for the County Rehabilitation program to the Commission for consideration. These options were developed to address concerns about the consistency of our guidance with the Commission's RTP policy. As currently written, the guidelines reflect the "status quo" option which is very similar to the guidance for the first cycle. Under this option, the program would 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. (may be revised by the Commission in October)
- 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 should approximate the mode split of rehabilitation needs in the county; major deviations can be proposed with justification. (may be revised by the Commission in October)
- Expansion projects will be considered for funding on an exceptions-only basis.



The guidelines above may change according to Commission direction in October.

**Customer Service:** MTC will take the lead in developing this program. The guidance assumes that the following projects will receive funding: Regional transit marketing/CommuterCheck, TravInfo, regional transit trip planning, Freeway Service Patrol, pavement management technical assistance, TETAP, performance monitoring, and TransLink.

MTC provided funding for the Spare the Air program in the first cycle STP/CMAQ program. An evaluation of the program is underway. Continued funding for the program in the second cycle will be considered upon completion of the evaluation.

**TLC:** The guidance refers to MTC Resolution No. 3212, adopted by the Commission in September. Resolution 3212 includes the TLC process, criteria and application.

**Corridor Management:** Funds for corridor management and safety projects will be made available to each of the nine counties on a population basis. Counties will develop project priorities and submit a proposed list of projects for MTC adoption. The eligible corridor management strategies are similar to those used in the last cycle. Key changes to this program are as follows:

- MTC and the CMAs will identify emphasis areas for each corridor that should guide project selection.
- To the extent that a county can demonstrate that it has no corridor management strategies that are ready for implementation, funds from this program can be used for rehabilitation projects.
- Caltrans TOS projects are eligible and encouraged if they are defined in a jointly developed TOS plan and to the extent that SHOPP funding is also made available for the program.
- A recent revision to the guidance allows purchase of new transit vehicles if the vehicles are for service that implements a corridor management strategy. Operating assistance for transit services and traffic and transit management and traveler information systems is also eligible under the restricted circumstances provided for CMAQ funding.

**Regional Transit:** 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 include:

- 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 area "equivalent". In the northern

counties, small urbanized area apportionment “equivalents” can be pooled to better meet the needs of sponsors within the county as a whole (the “Vallejo factor”).

- Project priorities will be based on the tiers established for the county rehabilitation program.
- Tiers 1 and 2 regional transit projects will be given first programming priority.
- 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.



#### **D. Application**

The application includes a standard three-page application, with one-page supplements for the particular funding categories (e.g. corridor management, rehabilitation, regional transit). Sponsors would be required to submit the completed application and appropriate supplement, an opinion of legal counsel and a resolution of local support for the project.

#### **E. Project Delivery Requirements**

The proposed obligation deadline for second cycle funding is September 30, 2002, except for transit operating assistance which must be obligated by September 30<sup>th</sup> of the year funds are programmed.

Under certain circumstances, an extension to the obligation deadline may be warranted. The same process that we have used in the past for granting an extension to that deadline would apply. A subcommittee of the Partnership would review all requests for extensions and make a recommendation to the Commission.

Funds returned prior to the September 2002 deadline as a result of cost savings or an undeliverable project would accrue to the funding category of origin (e.g. rehabilitation funds returned would be programmed to another rehabilitation project). Funds for projects that miss the obligation deadline and that don't have an extension will be returned to MTC and programmed at the Commission's discretion.

## I-80 Corridor

Management Objectives	Emphasis Areas
Encourage long haul transit/HOV for long distance commuting	<ul style="list-style-type: none"><li>• HOV improvements</li><li>• Expand express/subscriber bus service on HOV</li></ul>
Rely on local transit & arterial improvements to serve growth in commuting between communities in urban core	<ul style="list-style-type: none"><li>• Geometric improvements</li><li>• Signal interconnects and upgrades (system and intersection facilities)</li><li>• Improve transit productivity, performance, and quality</li></ul>
Maintain and improve TSM programs, including traveler assistance and information programs	<ul style="list-style-type: none"><li>• Expand traveler information</li></ul>
Improve non-motorized options	<ul style="list-style-type: none"><li>• Improve bike and pedestrian safety and access to transit and major activity centers</li><li>• Close gaps in regional trail system and bicycle facilities</li></ul>
Improve freight access and circulation	<ul style="list-style-type: none"><li>• Geometric improvements</li></ul>

9/27/1999

## I-680 North

Management Objectives	Emphasis Areas
Encourage HOV use (and peak spreading) for trips from the north	<ul style="list-style-type: none"><li>• Expand and construct new park-and-ride lots</li></ul>
Encourage good transit connections to BART and activity centers	<ul style="list-style-type: none"><li>• Expand express bus service to BART and activity centers</li><li>• Improve access to BART and rail stations</li><li>• Improve transit productivity, performance, and quality</li></ul>
Manage freeway, arterials, and transit as one system (encourage short trips to use arterials; protect interchanges)	<ul style="list-style-type: none"><li>• Signal interconnects and upgrades (system and intersection facilities)</li></ul>
Maintain and improve TSM programs, including traveler assistance and information programs	<ul style="list-style-type: none"><li>• Expand traveler information</li></ul>
Improve non-motorized options	<ul style="list-style-type: none"><li>• Improve bike and pedestrian safety and access to transit and major activity centers</li><li>• Close gaps in regional trail system and bicycle facilities</li></ul>

9/27/1999

## North Bay East-West Corridor

Management Objectives	Emphasis Areas
Improve safety on Route 116 between Petaluma and Sonoma Valley on Route 12 east of I-80, and on Route 121 between 12 and 29	<ul style="list-style-type: none"> <li>• Low cost safety improvements on Routes 12, 116, and 121</li> <li>• Intersection (geometrics and signals) and shoulder improvements</li> </ul>
Improve operations for commercial/agricultural vehicles	<ul style="list-style-type: none"> <li>• Geometric improvements</li> </ul>
Access improvements for reuse of Mare Island (if timely)	<ul style="list-style-type: none"> <li>• Geometric and signal improvements for auto access</li> <li>• Geometrics for transit stops and information</li> </ul>
Improve non-motorized options	<ul style="list-style-type: none"> <li>• Close gaps in regional trail system</li> </ul>

### **Flexibility to Fund System Rehabilitation**

MTC recognizes that NCTPA may wish to use the flexibility accorded under MTC Resolution No. 3053 to direct Corridor Management Program funding to system rehabilitation and maintenance projects. MTC expects NCTPA would do so after giving due consideration to ready, fundable projects consistent with the Napa Valley Subarea emphasis areas listed above.



DATE: October 5, 1999  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
SUBJECT: Solano Bikeway Project

### **BACKGROUND**

For the past three years, STA staff has been working closely with the City of Vallejo on the funding and implementation of the Solano Bikeway, a 1.8 mile bike route located along I-80 between Columbus Parkway and American Canyon Road-Hiddenbrooke Parkway. Since the first Countywide Bicycle Plan was adopted in 1995, this segment has been considered one of the most important bicycle route segments in the county. With the full support of the STA and Bicycle Advisory Committee, the STA staff has obtained about \$1.1 million of various funds to design and construct this route.

About \$392,000 of the funding is a regional TFCA competitive grant that was very difficult to obtain from the Bay Area Air Quality Management District. If the project is not implemented those funds must be returned to the BAAQMD.

### **DISCUSSION**

To date, the City of Vallejo Public Works Department has prepared various environmental analyses, special soils studies, plans and specifications. However, since the route is located primarily on Caltrans right-of-way, all plans and any exceptions to the Highway Design Manual must be approved by Caltrans. It was initially believed that, because this was being planned as a "Bikes Only" project, ADA requirements may not be applicable. Caltrans has recently advised the City of Vallejo that the route must fully comply with requirements of the American with Disabilities Act (ADA).

Because ADA requirements on a route such as this (which has some steep grades) can be costly, additional funds will be necessary beyond the \$913,000 currently available for construction. ADA requirements often require landings, handrails, wider pathways and gentler slopes to meet the standards. An updated cost estimate identifying all ADA will now be conducted by the City of Vallejo.

Staff feels that this is a critical project to complete both for purposes of implementing the Countywide Bicycle Plan, and as a project delivery success. STA, the City of Vallejo and Caltrans have worked diligently on resolving the various design matters, but the project is now at a critical stage. Staff is requesting the STA Board support to seek additional discretionary funds

in order to make the bike route compliant with ADA standards. All available federal, state and regional funding sources would be considered. A recommendation will be brought to the STA Board at a future meeting.

**Fiscal Impact**

None.

**Recommendation**

Authorize staff to seek additional funding needed for American with Disabilities (ADA) improvements required for the Solano Bikeway project located along I-80 between Columbus Parkway and American Canyon Road-Hiddenbrooke Parkway in the City of Vallejo.



DATE: October 5, 1999  
TO: STA Board  
FROM: Matt Todd, Transportation Planner  
SUBJECT: Transit Center Parking Capacity Constraints

**Background**

Due in part to the increased popularity of ridesharing and casual carpooling many of the park-ride lots in Solano County have been experiencing capacity problems. The Vacaville Regional Transportation Center (VRTC, at Davis Street and I-80) is one of the lots that is beginning to experience some of these problems. Through field review, staff has determined that the facility is full by about 6:30 a.m., and an adjoining neighborhood is beginning to experience "overflow" vehicles parking in the area.

This facility is an important regional transit stop and presents challenging situations for the agencies involved in providing an equitable solution for both the Vacaville transit rider's needs and the adjacent Vacaville property owners.

**Discussion**

The problem currently consists of 0 to 15 cars using the adjoining neighborhood to park generally on Monday to Thursday. This issue was brought to the attention of STA staff by Citylink Route 30 riders (the STA administers this route). It was determined through on-site inspections over the last week that the VRTC fills up by 6:30 a.m. and a few spots become available after 8:15 a.m. due to the arrival of a night shift vanpool. This parking issue affects all transit riders who attempt to drive to the VRTC between 6:30 and 8:15 a.m. The routes that stop at the VRTC at the impacted time include Citylink Route 30, Solano BARTExpress Route 40, Vallejo Transit Route 91, and Vallejo Transit Route 92. These are all intercity routes with Fairfield, STA, Suisun City, Vacaville, and Vallejo providing administration or funding or both for the routes.

Vacaville staff is proposing to create a permit parking program in the affected neighborhood. STA and SCI (Solano Commuter Information) staff have met with Vacaville staff to discuss the effects on the regional transit services at the VRTC. SCI is pursuing options to alleviate the situation, either by moving vanpools not dependent on the transit aspect of the VRTC to another location and by contacting the Brenden Theaters again (Vacaville staff originally contacted the theater) to discuss sharing their parking area during the day when their lot has low usage.

STA staff is proposing to write a letter to the City of Vacaville to ensure that the regional transit aspect of this situation is considered in this permit parking program decision.

**Fiscal Impact**

None

**Recommendation**

For Information Only



DATE: October 5, 1999  
TO: STA Board  
FROM: Matt Todd, Transportation Planner  
SUBJECT: Awards Program

**DISCUSSION**

This month, the Executive Committee reviewed the nominees for the STA's 2<sup>nd</sup> Annual Awards Program. At the meeting, the nominees for each category will be announced. The Award winners will remain a mystery until the night of Awards Program. Each Board member will be invited to present the nominees and announce the Award winner for one of the categories. The event is scheduled to begin at 6:00 p.m. at the Vacaville Opera House.

**Fiscal Impact**

None

**Recommendation**

Information



DATE: October 5, 1999  
TO: STA Board  
FROM: Dan Christians, Deputy Director for Planning  
SUBJECT: 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.

<b><u>Fund Source</u></b>	<b>Application Available From</b>	<b>Applications Due</b>
Environmental Enhancement and Mitigation (EEM) Program	Bill Borden Air Resources Board (916) 653-5656	November 15, 1999
Transportation for Livable Communities (TLC) Program	Karen Frick, MTC (510) 464-7704	Mid-December 1999
Bicycle Transportation Account (BTA)	Rick Blunden, Chief Caltrans Bicycle Facilities Unit (916) 653-0036	December 31, 1999



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*FUNDING OPPORTUNITY:*

**Environmental Enhancements and Mitigation Program**

**Applications Due: November 15, 1999**

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TO: STA Members  
FROM: Dan Christians, Deputy Director for Planning

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



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*FUNDING OPPORTUNITY:*

**Transportation for Livable Communities (TLC) (Capital)**

**Applications Due: Mid-December 1999**

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TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

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

- Eligible Project Sponsors: Cities, counties, districts, transportation service providers and non-profit organizations certified by Caltrans.
- Program Description: The Transportation for Livable Communities (TLC) program has capital grants available to work with local areas to develop and plan community-oriented transportation projects.
- Funding Available: About <sup>27</sup>\$18 million will be available for this second cycle from MTC to provide capital grants for the nine Bay Area counties.
- Eligible Projects: Streetscapes, pedestrian, transit- and bicycle-oriented developments. A brochure on the TLC program outlines the criteria for eligible projects.
- Further Details: The program's purpose is to fund transportation projects that support a community's development and/or redevelopment activities, are developed through a collaborative planning process and enhance a community's identity and quality of life. Projects must range from \$150,000 to a maximum of \$2,000,000
- Program Contact Person: Karen Frick, MTC (510) 464-7704 or kfrick@mtc.ca.gov
- STA Contact Person: Dan Christians, (707) 438-0654
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October 6, 1999



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*FUNDING OPPORTUNITY:*

**Bicycle Transportation Account (BTA)**

**Applications Due: December 31, 1999**

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TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

This summary of the Bicycle Transportation Account Program (BTA) (formerly the Bicycle Lane Account 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 and counties.

Program Description: Grants for bikeway projects that improve safety and convenience of bicycle commuters.

Funding Available: \$1.485 million available statewide

Eligible Projects: Bikepaths, bike lanes, bike routes and related facilities, planning, safety and education. .

Further Details: Grants are limited to \$375,000. Applications can be obtained by calling the Caltrans Bicycle Facilities Unit.

Program Contact Person: Rick Blunden, at (916) 653-0036 or Ken McGuire at (916) 653-2750.

*STA Contact Person: Dan Christians, (707) 438-0654*

September 22, 1999