



Solano Transportation Authority

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Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

MEETING NOTICE

November 10, 1999
STA Board Meeting
Vacaville City Council Chambers
650 Merchant Street
Vacaville, CA
4:00 p.m.

Please Note Special Time and Meeting Location

MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY

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

ITEMS

BOARD/STAFF PERSON

- | | |
|--|--------------------|
| I. CALL TO ORDER - CONFIRM QUORUM | Chair Rischa Slade |
| II. APPROVAL OF AGENDA | |
| III. OPPORTUNITY FOR PUBLIC COMMENTS | |
| IV. EXECUTIVE DIRECTOR'S REPORT | Daryl K. Halls |
| V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC | |
| VI. CONSENT CALENDAR (Any consent item can be pulled for discussion by Board Members or members of the public) – Page 15 | |
| A. Minutes of Meeting of October 13, 1999
<i>Recommendation: Approve minutes of the STA Board meeting of October 13, 1999 – Page 17</i> | Dan Christians |
| B. Draft Minutes of October 28, 1999 TAC meeting
<i>Recommendation: Review draft minutes of the October 28, 1999 TAC meeting – Page 25</i> | Matt Todd |
| C. Application for 2000-2001 Environmental Enhancement And Mitigation Funds for Solano Bikeway
<i>Recommendation: Adopt Resolution approving application for 2000-2001 Environmental Enhancement and Mitigation Funds for Solano Bikeway – Page 29</i> | Dan Christians |

- D. Project Study Report (PSR) List** Matt Todd
Recommendation: Approve the projects submitted to MTC for PSRs – Page 31
- E. 1999-00 Disadvantaged Business Enterprises (DBE) Goal** Dan Christians
Recommendation: Approve annual DBE goal of 10% for FY 1999/00 – Page 35
- F. SolanoLinks Consortium Goals** Matt Todd
Recommendation: Approve SolanoLinks Consortium goals – Page 37
- G. Solano County Comprehensive Transportation Plan** Dan Christians
Informational – Page 39
- H. Project Monitoring Program** Matt Todd
Informational – Page 47
- I. Highway 12 MIS Study** Matt Todd
Recommendation: Authorize Chair to appoint a subcommittee of stakeholder jurisdictions to review preliminary scope of work – Page 49

VII. ACTION ITEMS: FINANCIAL

- A. Deputy Director for Projects Classification** Daryl K. Halls
Recommendation: Approve establishment of Deputy Director for Projects classification and salary range as recommended – Page 51
- B. STA Board Stipends** Stacy Medley
Recommendation: 1.) Clarify meetings eligible for stipends; 2.) Request staff to return with budget allocation at mid year, if needed, for additional stipend funding – Page 55

VIII. ACTION ITEMS: NON-FINANCIAL

- A. Jepson Parkway Concept Plan** Daryl K. Halls/Bob Grandy, Grandy and Assoc.
Recommendation: 1.) Approve updated project schedule; 2.) Disapprove the City of Vacaville's request to direct the Jepson Parkway Concept study and environmental assessment to the east of Leisure Town, in a corridor identified between 1,250 to 3,800 feet from the current route, as indicated in the correspondence dated September 20, 1999; 3.) Authorize the Jepson Parkway Subcommittee and staff to continue to work with the City of Vacaville to address local concerns and impacts pertaining to the current alignment of Jepson Parkway Concept Plan and Project – Page 57

- B. 2nd Cycle TEA-21/STP/CMAQ Funding** Matt Todd
Recommendation: 1.) Approve policies for 2nd Cycle of TEA-21 programs; 2.) Adopt Corridor Management Program Emphasis areas – Page 69
- C. Solano Commuter Information Transition** Daryl K. Halls
Recommendation: 1.) Support transition of SCI program from Solano County to the STA. 2.) Request staff agendize status report on transition at future STA Board meeting – Page 83
- D. Solano Bikeway Project** Dan Christians
Recommendation: 1.) Approve letter to Caltrans requesting letters of support for additional discretionary funds for Solano Bikeway. 2.) At the December meeting, agendize a funding strategy that would fund the shortfall identified for implementation of the Solano Bikeway Project – Page 87
- IX. INFORMATION ITEMS: NO ACTION NECESSARY**
- A. 2000 STIP Funding** Daryl K. Halls
Informational – Page 89
- B. Development of 2000 Legislative Priorities** Daryl K. Halls
Informational – Page 91
- X. FUNDING OPPORTUNITIES – Page 93**
- A. Environmental Enhancements and Mitigation Program** Dan Christians
Deadline: November 15, 1999 – Page 95
- B. Transportation for Livable Communities** Dan Christians
Deadline: December 16, 1999 – Page 97
- C. Bicycle Transportation Account (BTA)** Dan Christians
Deadline: December 31, 1999 – Page 99
- D. Bay Trail Program** Dan Christians
Deadline: End of January 2000 – Page 101
- X. Board Members Comments**
- XI. Adjournment -- Annual Awards Program to immediately follow STA Board Meeting at 6:00 p.m. at the Vacaville Opera House - (Next regular Board meeting: 5:30 p.m., December 8, 1999, Suisun City Hall)**



DATE: November 3, 1999
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Executive Directors Report

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

Project Delivery: I met this week with Caltrans District 4's Diane Steinhauser to discuss STA's strong support for accelerating the construction of the auxiliary lane project connecting I-680 northbound to I-80 eastbound. Caltrans' Operations staff concurred with our assessment of the enhanced congestion problems that will occur if the project is not completed prior to the completion of the Benicia and Carquinez Bridge projects. Based on this meeting, Caltrans is assessing options for accelerating the project. The STA will work with the City of Fairfield to provide specific modeling data that Caltrans needs to justify the importance of moving up the construction schedule. Caltrans' project manager Katie Yim has been invited to attend the Board's December meeting to provide a status report. At that time, staff will be recommending the STA Board adopt a resolution officially requesting Caltrans accelerate the project. The Contra Costa Transportation Authority has indicated their support of this effort. This item has been agendized for the next meeting of the joint STA/CCTA subcommittee.

***Deputy Director for Projects Recruitment/Classification:** As noted in the staff report, Shannon Associates has completed the recruitment for this position. I interviewed the final three candidates and have identified a preferred candidate and have agendized for Board consideration (the creation of a salary range and the classification of the position as an at-will employee). The previous employee that held this position (Michelle Brubaker) was a contract employee. I will need STA Board action on this item before I can negotiate the final details of an employment agreement with the candidate. Based on my conversation with the individual, the candidate is prepared to start with the STA as soon as November 15, 1999. If the STA Board does not approve the recommendation, the STA would have the option of delaying the hiring of the position or entering into a contract similar to the previous contract used for the previous employee.

***Development of a Comprehensive Transportation Plan:** Dan Christian's staff report provides a status on the plan's development. Staff is planning to schedule a retreat of the full STA Board to provide an opportunity to develop a vision and set of goals for the Comprehensive Transportation Plan. The target time frame is early January 2000. Each subcommittee will then hold an initial organization meeting. Staff will work with the Transportation Steering Committee (Steve Lessler, Rischa Slade, and Jim Spering) to schedule the retreat and refine the schedule.

* **Status of Jepson Parkway Concept Plan (Reliever Route):** Staff has agendized a status report of the project and is seeking policy direction on Vacaville's request to have STA study a new alignment east of Leisure Town Road. The Jepson Parkway Subcommittee is recommending the STA Board disapprove Vacaville's request (3 to 1 vote). The City of Vacaville was scheduled to meet this week with residents located adjacent to the route in an effort to continue to hear their concerns. The next milestones for the project will be completion of the draft concept plan and initiation of the environmental impact study (EIS). The concept plan is scheduled for Board consideration in February 2000 and initiation of the EIS in March/April 2000.

SEDCORP Breakfast: November 10 will be a busy day for the STA. The SEDCORP breakfast on transportation will begin at 7:30 a.m., at the Holiday Inn Express in Fairfield. SEDCORP has invited Jim Spring to serve on the panel along with SEDCORP's Gary Andrews.

* **2nd Cycle STP/CMAQ:** STA staff was contacted last week by MTC regarding their potential over allocation of CMAQ funds to Solano County during the 1st Cycle. We are scheduled to meet with MTC staff on Thursday, November 4, 1999 to discuss this issue. The implication from MTC staff is that Solano County would have its funding reduced by up to \$2 million for the 2nd cycle. MTC had previously indicated that Solano County would be receiving a combined \$12 million in STP/CMAQ funding for the 2nd Cycle. The issue is somewhat complicated by Solano County location in two separate air basins (Bay Area and Yolo/Solano). Staff will provide a status report at the Board meeting.

* **Board Stipends:** At the request of Board Member Lessler, staff has agendized the STA Board's policy regarding stipends. With several new subcommittees in existence, it may be necessary to augment the Board's portion of the Operations Budget to cover the additional cost.

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
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	-Projects initiated with construction to be completed by 2003
Capitol Corridor CCJPB, STA	\$5,000	*	\$2,500	-STA processing the TCI grant for obligation by the CTC
Electric Vehicles and Recharging Facilities Program STA	\$5,000	\$80,000	\$0	-Funding allocated for five public electric vehicle charging stations -Construction completion scheduled to occur by 12/31/99
Federal Lobbyist STA	\$25,000	*	\$0	-TBD
Highway 12 Improvements Caltrans, Rio Vista, STA, Suisun City	*	*	*	-Caltrans/STA to conduct MIS level study -Propose to monitor SHOPP funded projects with the STA Project Monitoring Program
Highway 37 Project Caltrans, STA, Vallejo	*	*	*	-Project fully funded - 35% plans complete -STA approved a modification to the contract to construct landscaping in 2003 -Construction scheduled to begin 2001
I-80/680 Auxiliary Lanes Caltrans, STA	*	*	*	-Funded by Caltrans. Construction scheduled for 2003 -STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects
Jepson Parkway - Corridor Concept Plan and Implementation STA	\$15,000	\$30,000	\$0	-Concept Plan underway and scheduled to be completed February 2000 -EIS scheduled to begin March 2000
Intercity Transit Plan - Implementation STA	*	*	*	-Ongoing - plan to be updated this year as part of Comprehensive Transportation Plan
Mare Island Access Study Vallejo	*	*	*	-Study initiated
Marketing STA	\$15,000	*	\$289	-Funding approved by the STA Board 10/99
Miscellaneous Project Development **	\$24,000	*	\$0	-For assistance in completing grant applications and leveraging funds for project development
Project Monitoring Program - Consultant Assistance Benicia, Rio Vista, STA, Suisun City	\$10,000	\$30,000	\$0	-Preparing a RFQ/draft scope of work and MOU completed
Red Top Slide/McGary Road Fairfield, STA	*	*	*	-Monitoring mitigation efforts by Caltrans
SEDCORP Breakfast STA	\$1,000	*	\$1,000	-November 10 SEDCORP event addressing transportation issues
Solano Bike Route Plan - Implementation STA	\$15,000	*	\$0	-Plan initiated in September 1999, scheduled to be completed in Spring 2000 as part of Comprehensive Transportation Plan
Solano Transportation Plan - Implementation STA	\$10,000	*	\$0	-These funds will be reprogrammed to the Solano County Comprehensive Transportation Plan
Travel Safety Study - Implementation STA	*	*	*	-Projects recommended in the plan were programmed with cycle I TEA-21 funds
Vacaville CNG Facility Vacaville	*	*	*	-Design process underway (90% plans complete), construction expected to be completed by July 2000
TOTAL	\$125,000	\$140,000	\$3,789	

* No funds allotted at this time

\$265,000

* \$1000 transferred to SEDCORP Breakfast on October 13

priority proj list
11/4/99

Ferry Authority OKd for Bay Area

Water transit gets boost from Davis

By Lynda Gledhill and Greg Lucas
CHRONICLE SACRAMENTO BUREAU

SACRAMENTO — Gov. Gray Davis has approved a controversial bill creating a Bay Area ferry authority to oversee the future of water transit on the San Francisco Bay.

The bill, signed Sunday by the Democratic governor, was sought by San Francisco Mayor Willie Brown, among others.

"The hardest part has probably been done, and that is getting people used to the idea of a separate authority establishing and operating an all-bay ferry system," said the bill's author, Sen. Don Perata, D-Alameda.

The bill is at the center of a power struggle between the Metropolitan Transportation Commission, which has official say over Bay Area transportation planning (including ferries), and the Bay Area Council, a regional business group made up of 225 large employers.

The council backs creation of a new governmental entity to expand ferry service far more dramatically than envisioned by the Metropolitan Transportation Commission.

Commuters should not hold their breath for an expansion of ferry services, however. Perata's bill, SB482, contains no money to staff the authority or conduct a feasibility study on expanding ferry service, something required by the bill.

In his signing message, Davis said he would not use money from the state budget to implement the plan. Until money is found, an 11-member board of directors for the ferry authority can be appointed but it

► **FERRY:** Page A22, Col. 4

Water Transit Agency Approved by Davis

► **FERRY**

From Page A17

will have no staff or operating funds.

Brown, vice-chair of the council's ferry task force, has been at odds with the MTC over issues ranging from lower federal subsidies for Muni and the site of the new eastern section of the Bay Bridge.

MTC thinks the council's plan is too ambitious and that more ferries will not ease congestion in the Bay Area's most troublesome areas, particularly the Silicon Valley.

As envisioned by the council, as many as 70 new ferries would eventually crisscross the bay, serving 28 different terminals.

MTC and other opponents, which included land-based transit agencies around the bay, nearly succeeded in killing the bill on the Assembly floor.

The bill sparked a rare split among Bay Area Democrats. South Bay and East Bay legislators generally opposed the measure, fearing that the authority would siphon away money needed for highway and transit improvements in their regions.

The ferry authority board will be made up of four members appointed by Davis, two by a Senate committee, two by an Assembly committee and three by community organizations in the Bay Area. Each member will serve an eight-year term.

TUESDAY, OCTOBER 12, 1999

Planners call for one upgrade plan for Highway 12

By: **Irving Shear**

River News-Herald editor

A TRANSPORTATION EXPERT HAS called for replacing the present "Band-Aid" approach to improving Highway 12 with one coordinated, cooperative long-range plan over the entire 88-mile interregional corridor.

Matt Todd, transportation planner for the Solano Transportation Authority, said such a plan for Highway 12 from Interstate 80 in Fairfield to State Route 88 in Lodi would compare and mesh existing studies, prioritize and allocate funding for all projects.

Improvements are now done on Highway 12 on a "Band-Aid"

approach, Todd said because the road goes through Solano, Sacramento and San Joaquin counties, four cities and two districts of Caltrans.

His remarks came during a progress report meeting of the Highway 12 Safety Task Force at the Point Waterfront Restaurant in Rio Vista last week.

An advantage of one plan, Todd said would be to look at the entire corridor to program shoulders where there are none and increase shoulder widths where they are too narrow now. Another plus to a unified plan would be to evaluate adding advanced warning to motorists to curb rear-end collisions at queues when bridges are raised to allow passage of boats.

The key to making this all happen, Todd said is to gain the cooperation of both district offices of Caltrans and all the counties and cities for commitment of personnel time.

There are safety projects either completed or scheduled for work along Highway 12. These include in the Rio Vista area:

- **Install left-turn lanes** in both directions at Shiloh Road, scheduled for December 2001.

- **Install reflective raised and inverted profile centerline and edge lines** from Denverton to Drouin Drive, job is 90 percent complete.

- **Extend double passing lanes** from 3.7 miles west to 1.6 miles east of Highway 113 intersection almost completed.

- **Left-turn pockets** in both directions at Highways 12 and 113/Birds Landing road, scheduled for December 2001.

- **Improve vertical curves** and put in eight-foot wide shoulders and left turns from Suisun City to Rio Vista, part of the \$33-million project scheduled for December 2001.

- **Right-turn lanes** at Church and Amerada roads, funding has been approved.

- **Traffic signals** at intersection of Hillside Terrace, Main Street and Highway 12, awaiting city concurrence to fund share of cost.

- **Install an airport-style "lighted" crosswalk** at Gardiner Way and Highway 12, already funded and awaiting permits from Caltrans.

- **Install rumble strip** to reduce cross-center line incidents in the area of the Rio Vista Bridge, Caltrans has initiated this project.

- **Install flashing lights** in both directions, acceleration lanes for left-turning vehicles and add centerline and rumble strips at Highway 12 and Jackson Slough Road. Caltrans has installed lighting.

- **Caltrans** has put in roadside delineators along Bouldin Island section of Highway 12; shoulders will be widened in this area as part of installing passing lanes in this area scheduled for 2000-2001 fiscal year.

- **Improve visibility** of flashers at entrance to Mokelumne Bridge, scheduled for 2000/2001 fiscal year.

The 470-member Tower Park Homeowners' Association has appealed to Caltrans to build a westbound exit to Highway 12 under Little Potato Slough Bridge. Westbound traffic leaving Tower Park Marina must now turn left on Highway 12 in an area of fatalities, injuries and accidents caused by eastbound traffic coming off Little Potato Slough Bridge.

One upgrade plan for Highway 12 needed

COMMON SENSE WOULD DICTATE that Caltrans would have uniform and coordinated safety standards along the entire non-urbanized portion of the 88-mile Highway 12, but surprisingly, this is not the case. We're talking about Highway 12 outside of the cities of Lodi, Suisun City, Fairfield and built-up portion of Rio Vista.



For example, there are sections of this busy inter-regional east-west corridor with no shoulders or little shoulders, questionable advanced warning signals at approaches to bridges, lack of adequate turn and passing lanes, hazardous narrow curves and lack of reflective raised and inverted profile centerline and edge lines.

Safety projects skip around Highway 12 with

apparently little or no coordination. All or some of these improvements are on parts of the highway, with little uniform standard. A good visual example is the width of shoulders going from wide to zilch and back again to wide all in the matter of a short distance.

Money has been programmed over the next several years to begin installing safety upgrades on Highway 12 on a piece-meal, so-called "Band-Aid" approach.

The difficulty arises because the responsibility for Highway 12 is split between two district offices of Caltrans, with apparently little communication or even exchange of plans between these offices.

Matt Todd, transportation planner for Solano Transportation Authority has come up with a sensible solution of having both district offices of Caltrans talk to each other to share plans and merge all improvements along Highway 12 into one big master plan.

STA nominates Rio Vista for award

The Solano Transportation Authority has nominated the City of Rio Vista as agency of the year for the second annual award program Nov. 10 at the Vacaville Opera House.

The program recognizes significant contributions made by agencies, individuals and programs that maintain and improve the transportation system in Solano County.

Vacaville Opera House is located at 560 Main St. at the corner of Davis and Main streets in downtown Vacaville. The program starts at 6 p.m. Call (707) 422-6491 for information.

Out of the traffic lanes and into the carpool lane

By **SHERYL A. TANKERSLEY**
Times-Herald staff writer

Commuter organization appeals to employers to increase vehicle sharing

Carpooling is like exercising. Everyone knows they should, but few find it appealing.

Continuing its drive to reduce freeway congestion and improve air quality, Solano Commuter Information on Thursday solicited the help of Vallejo's employers.

"What we need from employers is access to your employees," said Elizabeth Richards, who heads the organization. "Vallejo is the only city transportation hub in Solano and beyond. You have

over 100 vanpools coming in and out of the city daily."

She spoke to about 50 business and community leaders during a breakfast hosted by the Vallejo Chamber of Commerce. Solano Commuter Information, she said, is free and available to help save money in improved delivery times and decreased employee tardiness. The more businesses that participate, the fewer excuses they will receive attributed to people getting stuck in traffic.

Richards urged real estate

agents to distribute commuter information pamphlets to new homeowners. She encouraged employers to include her handouts in the paperwork given to new employees and to put up posters in their buildings. Solano Commuter Information also receives road closure reports, which it will e-mail to employers upon request.

Richards also touted the organization's database of statistics that could help businesses focus their employee recruiting and

select truck routes.

There are about 170,000 employed Solano County residents and about half of them commute, Richards said. Compared to all Bay Area counties, she said, Solano commuters travel the farthest — an average of 27 miles one way.

Later in the breakfast meeting, Vallejo City Manager David Martinez played a video tape of a local news broadcast on Vallejo, which touted its improvements since the closure of Mare Island.

Aired on NBC, the announcer stated, "National awards are rolling in, so is money and new jobs here" and "Employers are flocking to Vallejo, so are residents."

Namely, it told of the homes being built in Northgate and plans for the waterfront, an increase in sales tax and a decrease in unemployment and crime.

Members of the audience smiled. One person turned to his neighbor and said, "That's us they are talking about."

Crossing our roads well traveled

Interstate 80, Carquinez Bridge two of the keys

10/14/99
By **JASON HOPPIN**
Times-Herald staff writer

Commuting in Vallejo is defined by the freeway that runs through the middle of town.

Interstate 80 represents both the curse and the blessing of the city, as it carries people either north to Sacramento or south to San Francisco. While getting people off the freeway and into town to spend money is a challenge, it has also fueled Vallejo's growth as a bedroom community.

About 120,000 cars pass over the Carquinez Bridge every day. As it becomes more impacted, officials say improved public transit systems will become crucial.

In the Bay Area, about 6 percent of commuters use public transportation, said Transportation Director Pam Belchamber. In Vallejo, because it's a dense, urban city, that number is probably higher.

"If we could get up to 10 percent, we'd be doing very well," Belchamber said.

BARTlink takes locals to the Bay Area Rapid Transit system. Forty-five percent continue on to San Francisco, while 55 percent work in the East Bay.

Water-based transit, especially in Vallejo, is taking off.

Vallejo's ferry system has been a runaway success for the city. The morning shuttles are standing room only. Vallejo's return on its investment is extremely high, but questions remain about the system's future.

A new state bill signed this week by the governor creates a panel to study a Bay Area-wide ferry system, with stops at more than 40 cities. Opponents fear it will threaten the operation of Vallejo's system.

Mayor Gloria Exline lobbied hard for a key change to the bill, which will put a representative from Vallejo on the panel. She has said she did what she could to protect the city.

But the law, opposed by the regional Metropolitan Transportation Committee, doesn't include funding for the panel — or outline how the

new ferry system will be funded, which is what worries many detractors.

So while most expect ferries are here to stay in Vallejo, whether the city maintains control of its system remains to be seen. The new regional plan could dry up money used to fund Vallejo's system.

The development of Mare Island will also change the flow of traffic in Vallejo. Highway 37, the main artery between Solano and Sonoma counties, is already becoming crowded and is expected to become more so once development of the former Navy base gets underway. One of the two entrances to the island is on Highway 37.

The city recently commissioned a study by the Oakland firm of Brown and Caldwell to

assess the impact of the development of Mare Island and the waterfront redevelopment project on transportation in the city.

The results won't be available until next year, but several important topics will be discussed, including the possibility of a new bridge to Mare Island.

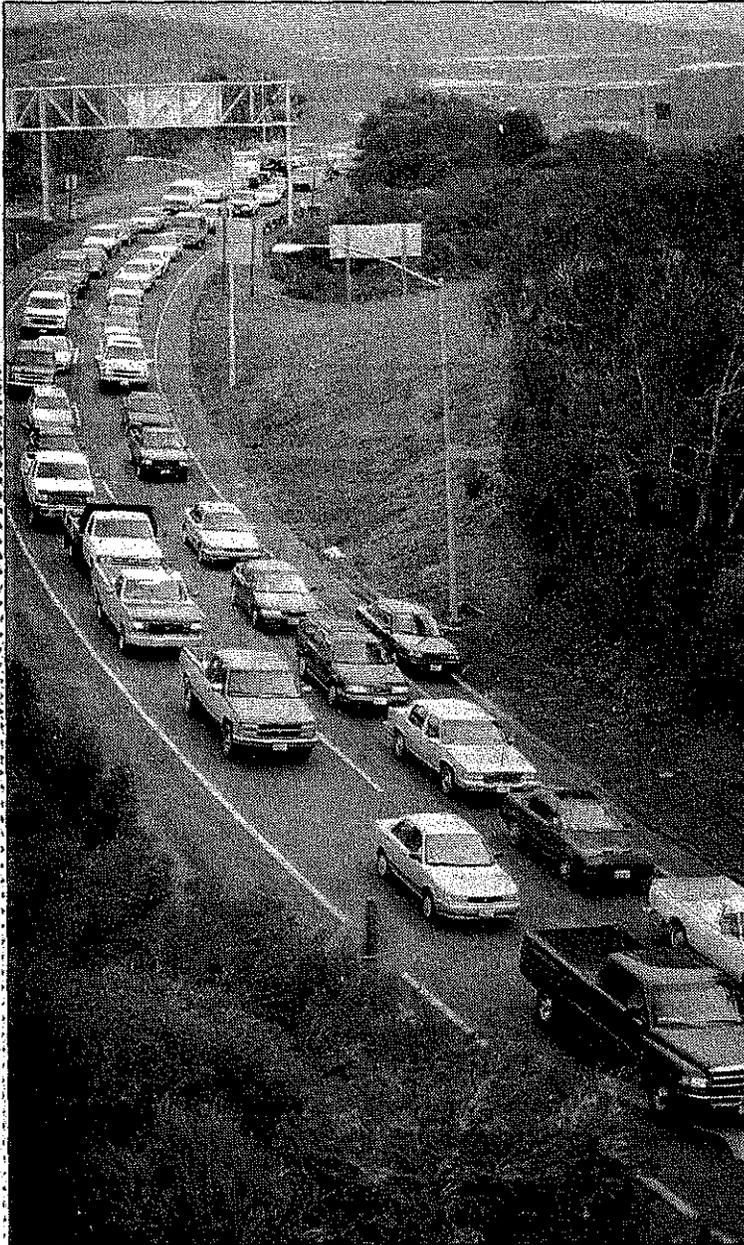
With only two ways to get onto the island, some have wondered about the possibility of a southern crossing to Mare Island. The study will help decide whether it ever becomes a reality.

Casual commuting is a trend as well, Belchamber said. With the doubling of bridge tolls from \$1 to \$2 and the implementation of commuting lanes on Interstate 80, people have been catching rides, sometimes with strangers, to expedite their commutes to work.

■ **About 120,000** cars pass over the Carquinez Bridge every day.

■ **In the Bay Area**, about 6 percent of commuters use public transportation. In Vallejo, that number is probably higher.

■ **A new state bill** awaiting the governor's signature creates a panel to study a Bay Area-wide ferry system, with stops at more than 40 cities.



Times-Herald/David Pacheco

SOUTHBOUND TRAFFIC on I-680 is backed up on the approach to the Benicia-Martinez Bridge due to flooding in Martinez.

10-22-99

Vallejo T-A

A8

A ferry blueprint? Try Vallejo's success

Last week, Gov. Gray Davis signed Senate Bill 428, creating the San Francisco Bay Area Water Transit Authority, an 11-member panel charged with overseeing environmental and engineering review of a comprehensive ferry network.



The bill was authored by Sen. Don Perata, D-Alameda.

As a result, a panel will be formed next year to develop a plan that could lead to a massive network of ferries criss-crossing the San Francisco Bay and helping to alleviate pressure on our overcrowded freeways.

We ask only one thing of this panel: That they look to the success stories of the area for guidance. In other words, Vallejo.

All through discussions by local government agencies, the

Vallejo ferries have been held up as an example of how to run a top-notch system. Boats are well-maintained and generally run on time; prices are relatively low; ridership is relatively high; and people seem genuinely pleased with the service they receive.

So our suggestion is a simple one: Make Vallejo an integral part of not only the planning process, but the actual operation of the system, if and when we reach that point.

We've proven we know how to do it. Let us do it on a larger scale. The time to put politics aside is now. A massive undertaking such as this one needs the kind of leadership and expertise Vallejo ferry officials have provided.

We've got the blueprint. Now let's follow it. Everyone, especially commuters, will benefit — and that's what the goal should be.

SFC
11/14

Voters Take Long Look At Sprawl

Failed measures went
too far, experts say

By Jason B. Johnson
and Bernadette Tansey
CHRONICLE STAFF WRITERS

Voters in three Bay Area cities refused to adopt the nation's toughest growth limits on Tuesday, but experts say that should not be viewed as a retreat from their determination to control urban sprawl.

Instead, the experts believe, the three ballot measures sponsored by the Citizens Alliance for Public Planning simply went too far.

The measures in Livermore, Pleasanton and San Ramon went beyond traditional grassroots attempts to control growth — establishing growth rates or urban limit lines — and would have bypassed elected officials by requiring direct voter approval of subdivisions of as few as 10 units.

"The voters are actually very smart — a lot smarter than people give them credit for," said Judith Innes, director of the Institute of Urban and Regional Development at the University of California at Berkeley. "I think voters realized that stopping growth in their own communities will not stop the engine of economic growth driving these problems."

Livermore resident Jill Dykes said she voted against the city initiative because she concluded that it would create inherently biased elections.

"Only people who care will show up, and the majority of those will be opposed to the project," Dykes said. "So why have an election?"

"We need to control the growth; otherwise we'll be just like L.A.," Dykes said. "(But) if you slow the growth too much

► **GROWTH:** Page A19 Col. 1

► **GROWTH**
From Page 1

here, it's going to be in Tracy, and you're still going to have the same traffic."

Although the CAPP initiatives were defeated, voters sent a warning that politicians had better find a way to deal with the Bay Area's sprawl problem.

San Ramon voters did approve a city-sponsored alternative, Measure G, that will establish a two-year moratorium on general plan amendments and set up a commission made up of members of the public to review the plan. And Half Moon Bay overwhelmingly approved an initiative limiting residential growth to 1 percent annually.

"It struck home here primarily because of the traffic situation — the majority of residents commute over the hill to Silicon Valley," said Deborah Ruddock, one of the authors of Half Moon Bay's Measure D.

In Fairfield, voters defeated the developer-sponsored Greenbelt and Farmland Protection Initiative, which critics said would actually have encouraged the development of as many as 21,500 new homes on 5,000 acres of farmland and other open space just outside the city limits.

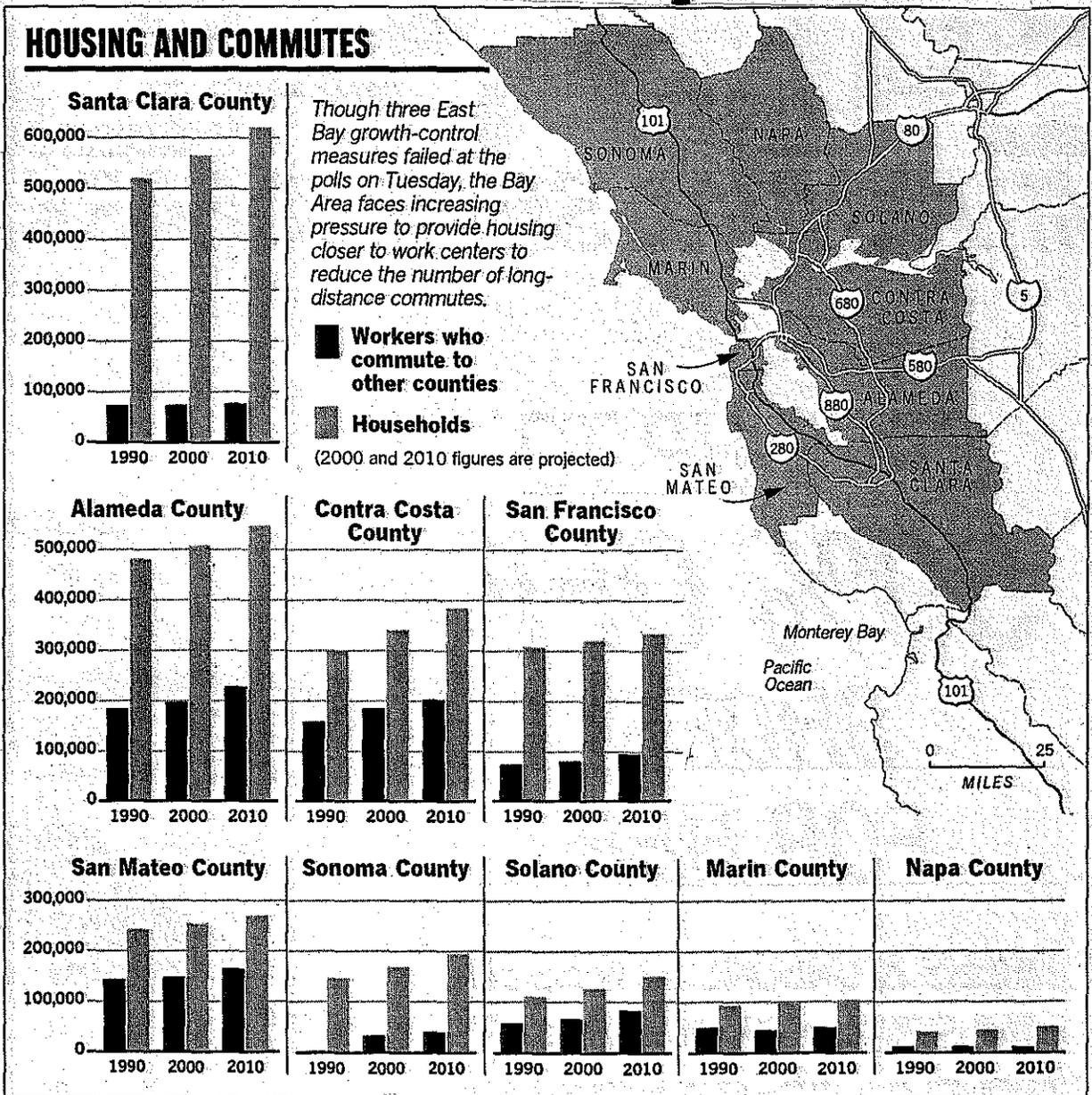
Relieve for Developers

Defeat of the Citizens Alliance initiatives is certain to be viewed with relief by the building industry, which lobbied heavily against the measures.

"Builders were terrified they would pass and spread everywhere," said Bill Fulton, publisher of the California Planning and Development Report, a newsletter that follows growth issues. "It was the approach, the 10-house requirement, that scared them."

Despite the Citizens Alliance's

Voters Holding Out for New Solutions to Sprawl



Source: Association of Bay Area Governments, Metropolitan Transportation Commission

Chronicle Graphic

defeats, Fulton predicted that California ballots will continue to be battlegrounds over the issue of growth and the shape it takes.

"I don't see this at all dampening the statewide movement toward

voter control over large-scale development," said Fulton. "This is a blow to the CAPP type of approach — but as long as there's a perception that something's out of control, there will be initiatives."

Citizens Alliance supporters said they will not give up, and they said they will find other ways of putting limits on growth, including a drive by the Sierra Club to put an anti-sprawl initiative on the November

2000 ballot in Alameda County.

Michael Ferrucci, a Citizens Alliance leader and unsuccessful candidate for Livermore City Council, said defeat of the local initiatives makes it imperative that the Sierra Club measure be approved next year.

"I think the developers did a really good job of promoting slogans to confuse the voters," said Ferrucci. "When you confuse the voters, they vote no. That was the only way they could have won, to confuse the voters."

Decisions for Elected Leaders

Experts said the results of Tuesday's balloting showed that voters still have faith in their elected leaders.

"I think it shows some respect for the elected officials in the Tri-Valley, that they do take these issues seriously," said Gary Binger, planning director for the Association of Bay Area Governments.

Voters in Newark also were not inclined to take land-use policy decisions out of the hands of elected officials. Mayor David Smith praised voters for "seeing through" Measure C, a failed initiative that would have required a public vote on any development of 560 acres in the city's southwestern region.

The scope of the Bay Area's housing problem was underscored in a report issued yesterday by the Urban Habitat Program, which says that Silicon Valley's economic boom is driving low-income tenants out of the affordable housing that still remains in surrounding counties.

The higher-paid workers who are already displacing minority communities in East Palo Alto, Oakland and San Francisco's Mission District will soon push housing costs up in cities as far north as San Pablo, Antioch and Dixon, said Cameron Yee, a co-author of the report.

Yee said the factions in conflicts like the one over the Citizens Alliance initiatives often ignore the need to plan for more affordable housing as the thriving economy creates jobs, not only for professional workers, but for clerks and other support personnel.

Assemblyman Tom Torlakson, D-Antioch, said voters are justifiably frustrated that there is no big-picture plan of how California should grow.

"I believe the state needs to step up to the plate regarding developing a state master plan for growth," said Torlakson, who has sponsored legislation to create such a plan.

Contra Costa Supervisor Mark DeSaulnier said politicians must establish a regional authority to deal with growth issues because "local governments don't have the ability to do that."

Indeed, the Citizens Alliance initiatives symbolize the growing anger felt by voters throughout California and the nation when it comes to urban sprawl.

Last year, there were more than 240 slow-growth initiatives passed nationwide. More than 72 percent of the initiatives proposed were passed. Most centered on environmental protection and preserving natural habitat.

Amy Liu, assistant director of the Center on Urban and Metropolitan Policy at the Brookings Institution, said the debate over sprawl is gaining traction nationwide because the country has had seven straight years of unprecedented economic expansion.

"It's no longer a regional issue but is now a state and national issue. It's resonating with a lot more people," Liu said.

Chronicle staff writers Janine DeFao, John King and Michael McCabe contributed to this report.



DATE: November 3, 1999
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: CONSENT AGENDA (Any consent agenda item can be pulled for discussion by Board Members or members of the public)

Recommendation:

That the STA Board approves the following attached consent items:

- A. Minutes of Meeting of October 13, 1999
- B. Draft Minutes of October 28, 1999 TAC Meeting
- C. Application for 2000-2001 Environmental Enhancement and Mitigation Funds for Solano Bikeway
- D. Project Study Report (PSR) List
- E. 1999-00 and 2000-01 Disadvantaged Business Enterprises (DBE) Goal
- F. SolanoLinks Consortium Goals
- G. Solano County Comprehensive Transportation Plan - *Informational*
- H. Project Monitoring Program - *Informational*
- I. Highway 12 MIS Study - *Informational*



SOLANO TRANSPORTATION AUTHORITY

**Minutes of Meeting of
October 13, 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 Don Erickson with a second by Steve Lessler, the agenda was approved by the STA Board.

MEMBERS

PRESENT:

Chris Manson	City of Dixon
Steve Lessler	City of Fairfield
Marci Coglianesse	City of Rio Vista
John Silva	County of Solano
Jim Spering	City of Suisun City
Rischa Slade	City of Vacaville
Dan Donahue	City of Vallejo

MEMBERS

ABSENT:

Steve Gizzi	City of Benicia
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ALSO

PRESENT:

Gary M. Caporicci	Caporicci, Cropper & Larsen
Shin Green	Capriccio, Cropper & Larsen
Jim Weddell	CHP-Solano
Denis Mulligan	Caltrans
Don Erickson	City of Dixon (Alternate)
Kevin Daughton	City of Fairfield
Paul Hom	City of Vacaville
Gary Leach	City of Vallejo
Bernice Kaylin	League of Women Voters
Daryl K. Halls	STA
Dan Christians	STA
Matt Todd	STA
Stacy Medley	STA
Chuck Lamoree	STA Legal Counsel
Melinda Stewart	STA Deputy Legal Counsel

III. OPPORTUNITY FOR PUBLIC COMMENTS

No comments.

IV. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls updated the Board on items contained in the Executive Director's Report. He noted the following items:

- A revised budget had been included in the STA Board's file folders with some minor adjustments.
- Documentation on the reasons for the staff reclassifications was included in the Board packets.
- Flexibility has been retained for the distribution of the Cycle 2 STP/CMAQ funding.
- SB 428 had been signed by the Governor but the funding was uncertain.
- AB 1012 (Torlakson) was signed, which streamlines the STIP and makes it a six-year program.
- Awards Program will be held on November 10 at 6:00 p.m. at the Vacaville Opera House.
- STA Board meeting will be held at 4:30 p.m. at the Vacaville Chamber of Commerce.
- For the December meeting, the MTC Blueprint will be presented at 7:00 p.m. in the Suisun City Hall with the STA Board Meeting to begin at 5:30 p.m. at the same location.

Because of various special meeting times and locations and other updated information presented, Chair Slade asked for a motion approving the Executive Director's Report. On a motion by Dan Donahue with a second by Marci Coglianese, the Executive Director's Report was unanimously approved by the STA Board.

V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC

No comments

VII. PUBLIC HEARING ON 1999 SOLANO COUNTY CONGESTION MANAGEMENT PROGRAM (CMP)

Chair Slade opened the public hearing and requested a staff report. Dan Christians said that this item involved the 1999 Solano County Congestion Management Program. The hearing was noticed in three newspapers of general circulation. All of the comments on the Draft 1999 CMP had been addressed in the Final CMP and staff recommended approval. Chair Slade asked if there were any public comments and there were none. Chair Slade closed the public hearing and on a motion by Steve Lessler with a second by Dan Donahue, the STA Board unanimously adopted a Resolution approving the Final 1999 Solano County Congestion Management Program.

VI. CALTRANS PRESENTATION ON STATUS OF CARQUINEZ AND BENICIA BRIDGES

Denis Mulligan, Caltrans District 4 Toll Bridge Program, made a presentation on the status of the Carquinez and Benicia bridges. He said the Carquinez Bridge includes the retrofit of the 1957 bridge span and the replacement of the 1927 span. He noted that the project includes the recently completed Cummings Skyway Extension, the Crocket Interchange, a bike route on the new span

and vista points on the north and south approaches. He described the dimensions, the necklace lighting and the expected completion date during FY 2003/04.

A Record of Decision for the Environmental Impact Statement for the Benicia Bridge was received in October 1997. This project will include a new bridge span on the easterly side of the existing bridge span and railroad bridge. The south approach is currently underway and will contain a new bridge toll facility with 17 toll booths. The main span will be advertised in April 2000. The I-780/680 interchange will be entirely rebuilt. The project will include a bike route with access to the Iron Horse bike route in Contra Costa County and access to the new Vista Point on the Solano County side. He said the exterior of the bridge would be fully lighted.

The Board asked various questions on Fastrak bridge toll program; the status of tearing down the old Carquinez bridge span, the public input process, the railroad trestle, and maintenance costs. Chair Slade thanked Mr. Mulligan for making his presentation.

VII. CONSENT AGENDA

On a motion by Dan Donahue with a second by Marci Coglianese, the following Consent Agenda was approved:

- A. Minutes of Meeting of September 8, 1999**
Approve minutes of the STA Board meeting of September 8, 1999.
- B. Draft Minutes of September 29, 1999 TAC meeting**
Review draft minutes of the September 29, 1999 TAC meeting.
- C. TFCA Funding Agreement with the BAAQMD and Funding Agreements with Project Sponsors**
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; 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.
- D. Unmet Needs Hearing on November 4**
Informational

E. Citylink Route 30 Fares

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.

F. Solano Partnership Healthplan Proposal

STA Board directed staff not to 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.

F. Legislation Report

Informational

IX. ACTION ITEMS: FINANCIAL

A. 1998-99 Financial Audit

Daryl Hall presented the staff report. Gary Caporicci, Caporicci, Cropper & Larson, further described the 1998-99 STA Financial Audit. He said that the financial statement determined full compliance with accepted government accounting standards. Daryl Halls thanked Stacy Medley, STA, and Dawn Van Gordon, City of Vacaville Accounting, for their hard work providing information for the audit. On a motion by Dan Donahue with a second by Steve Lessler the STA Board unanimously: 1.) Received STA's Annual Audit for 1998/99; 2.) Transferred \$81,203 in previous year's Gas Tax funds to 99/00 General Fund; 3.) Allocated \$30,000 in 98/99 General Fund unreserved fund balance to establish Reserve Account; 4.) Transferred \$85,000 in General Fund carryover to the 1999/2000 Project Development Budget; 5.) Allocated \$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.) Requested STA staff agendize review of STA's Reserve Budget as part of mid year budget review in January/February 2000.

B. Reclassification of Executive Assistant and Transportation Planner Positions

Daryl Halls presented this report and said that the responsibilities of the two positions had increased substantially. Chair Slade said that this matter had been discussed more than a year ago but the Executive Committee had requested the matter be put on hold until the new Executive Director was appointed. Dan Donahue said that the reclassifications had been budgeted in the 1999/00 STA budget. On a motion by Michael Segala with a second by Steve Lessler, the STA Board unanimously 1.) Approved the reclassification of the Executive Assistant to Office Manager and approved adjustment of salary range retroactive to July 1, 1999. 2.) Approved reclassification of Transportation Planner to Project Manager/Analyst and approved adjustment of salary range retroactive to July 1, 1999.

C. Clerical Assistant and Interns

Daryl K. Halls presented this staff report. He said that the STA staff needed a part-time clerical assistant and two planning interns to help with the various activities underway. The STA Board discussed the merits of pay versus school credit for the interns, training opportunities, requirements for PERS and health benefits, and office supply costs. After a full discussion, on a motion by Michael Segala with a second by Dan Donahue, the STA Board unanimously 1.) Approved establishment of a part-time clerical position; 2.) Approved establishment of two part-time intern positions; 3.) Transferred \$8,425 from 1999/2000 General Fund to Operations Budget to cover additional staff cost; 4.) Requested 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.

D. Caltrans Request to Move Landscaping for Highway 37 Project to FY 2003-04

Daryl Halls presented this report and described Caltrans' request to separate out the landscape improvements for the Highway 37 project and construct those improvements during 2003/04. On a motion by Chris Manson with a second by Dan Donahue, the STA Board unanimously approved the 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.

E. Solano County Comprehensive Transportation Plan

Dan Christians presented this report. He said that at the last meeting staff was requested to bring back more details and a budget for this planning process. Daryl Halls commented that there was a lot of interest in this planning effort. The goal is to develop priorities for the 2002 STIP, 2002 RTP and the 2004 federal earmarks. Dan Donahue said that this was an aggressive schedule and it might have to be extended out a bit longer if it was necessary to do a good plan. Marci Coglianese said that it was very exciting effort and would provide the big picture that is needed. Steve Lessler noted it would show others that the STA has its act together and would therefore be more successful. Rischa Slade commented that Helen Thomson identified transportation as the number one issue for the state legislature next year and this plan will be very timely. Rischa Slade confirmed that the Transportation Steering Committee consists of Jim Spering, Steve Lessler and herself. She asked for anyone who would like to serve on the subcommittees to let her know.

On a motion by Dan Donahue with a second by Michael Segala the STA Board unanimously: 1.) Approved the process, planning components and schedule for the Solano County Comprehensive Transportation Plan; 2.) Approved the allocation of \$60,000 from the 1999/2000 Project Development Budget (previously gas tax fund balance); and 3.) Approved the subcommittee structure, designated the Transportation Steering Committee as subcommittee to oversee plan development program and authorized the STA Board Chair to appoint a Chair for each subcommittee.

F. Development of a Countywide Transportation Expenditure Plan

Daryl Halls presented this staff report and said that even though SCA 3 was uncertain and AB 1155 was vetoed, an Expenditure Plan may still be needed next year since there are ongoing efforts regarding SCA 3. On a motion by Steve Lessler with a second by Dan Donahue, the STA Board 1.) Authorized 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.) Directed 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.

G. Project Monitoring Program

Matt Todd presented this report. He said that the project monitoring forms had been updated and the goal was to obligate all the funds and complete the projects on schedule. Matt Todd said that policies now need to be developed to flag projects when they are going to be late. Steve Lesser said that he was concerned about the I-680/80 auxiliary lane and requested that it be moved up a year earlier to coincide with the completion of the Benicia Bridge. Daryl Halls said that he had a meeting scheduled with Dianne Steinhauser of Caltrans to discuss that matter and he will bring back further information after he gets a detailed response. Michael Segala said that lengthening the passing lanes on Highway 12 is not enough and it needs to be evaluated for additional passing lanes. Daryl Halls said that the Major Investment Study for Highway 12 would look at that matter in more depth.

Rischa Slade asked if there were any public comments but there were none. With the understanding that the STA was working with Caltrans in an attempt to move up the I-680/80 auxiliary lane by a year, on a motion by Steve Lessler with a second by John Silva the STA Board unanimously 1.) Approved the Project Monitoring Program for delivery of various federal and state funded projects; 2.) Directed the STA TAC to develop policies to address the timely delivery of projects for STA Board consideration.

H. Project Assistance Consultant

Daryl K. Halls described the project assistance needs for the cities of Benicia, Rio Vista and Suisun City. He said that these cities have been asked to develop a scope of work and that a consultant would be selected to help them process their projects under an MOU. Daryl Halls said that it was proposed the STA contribute \$10,000 through next calendar year and the remaining funds would come from each of the cities. On a motion by John Silva with a second by Dan Donahue the STA Board unanimously: 1.) Approved consultant project delivery assistance for the cities of Benicia, Rio Vista and Suisun City. 2.) Approved allocation of \$10,000 in the 1999/2000 Project Development Budget for this purpose; and 3.) Authorized the Executive Director to sign Project Consultant MOU on behalf of the STA.

I. Revised 1999-00 STA Budget/Project Development Budget

Daryl Halls presented this report and said it reflected the revisions made to the 1999-2000 STA Project Development budget. It also included a proposed \$15,000 marketing program and a \$1,000 contribution to help sponsor the November 10 SEDCORP/STA transportation breakfast that will kick-off the Comprehensive Transportation Plan. On a motion by Chris Manson with a second by Steve Lessler the STA Board unanimously: 1.) Approved programming \$15,000 for marketing in the 1999/2000 Project Priorities Budget; 2.) Approved co-sponsorship of SEDCORP Breakfast on transportation and allocated \$1,000 from 1999-2000 Project Development Budget to assist in covering the cost of the event; and 3.) Approved revised 1999/2000 Project Development Budget.

J. 2nd Cycle TEA-21/STP/CMAQ

Matt Todd presented this staff report and said that final projects for the 2nd cycle of TEA-21 funds are due to MTC by February 9. Accordingly, a process and calendar has been prepared for the County Rehabilitation, Corridor Management and Eastern Solano CMAQ programs. A total of \$12 million of funds are expected. Policies need to be developed for the Corridor Management Program, low cost safety projects, and a rehabilitation mode split between roads and transit. After discussion, on a motion by Chris Manson with a second by Michael Segala, the STA Board unanimously approved the TEA-21 Cycle 2 process and calendar for Solano County; and reviewed and provided input on the three issues discussed.

K. Solano Bikeway Project

Dan Christians described the recent American with Disabilities Act (ADA) issues that have surfaced for the Solano Bikeway project. Due to Caltrans requiring the bike route to meet ADA requirements, the cost estimate has increased substantially. The City of Vallejo and its consultants have been working hard to complete the plans but additional funding sources must be obtained or the Regional TFCA air quality grant could be in jeopardy. Chris Manson thought that requiring the bike route to meet all ADA standards is unnecessary. Michael Segala said that the BAC had been discussing this matter at each of their meetings and the committee feels that the project needs to move forward so that the air quality funds are not lost. Chuck Lamoree said that he would look into the ADA issue if requested. On a motion by John Silva with a second by Michael Segala, the STA Board unanimously authorized 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.

X. INFORMATION ITEMS: NO ACTION NECESSARY

A. Transit Center Parking Capacity Constraints

Rischa Slade said that the Vacaville City Council recently tabled the parking matter located adjacent to the Vacaville Regional Transportation Center until December 14. She said that one of the nearby businesses would be moving and it might resolve the issue.

B. Awards Program

Rischa Slade announced the nominees for the 2nd Annual STA Awards Program to be held on November 10 at 6:00 p.m. the Vacaville Opera House, Main and Davis Street.

XI. FUNDING OPPORTUNITIES

Dan Christians noted the following funding opportunities and funding deadlines:

A. Environmental Enhancements and Mitigation Program

Deadline: November 15, 1999

B. Transportation for Livable Communities (TLC) Program

Deadline: Mid-December 1999

C. Bicycle Transportation Account (BTA)

Deadline: December 31, 1999

XII. BOARD MEMBERS COMMENTS

Rischa Slade said she would be bringing Sharon Banks to the Annual Awards Program. Michael Segala said the Bicycle Advisory Committee still needs members from Rio Vista and Fairfield. Steve Lessler asked staff to check on the status of stipends that were due STA members. Steve Lessler also noted that cars are not stopping at the lighted sidewalk in Suisun City.

XIII. ADJOURNMENT

On a motion by Michael Segala with a second by Steve Lessler, the STA Board meeting was adjourned at 8:10 p.m. The next meeting will be held on November 10, 1999 in Vacaville, immediately prior to the 2nd Annual Awards Program.



DRAFT
TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
October 27, 1999

I. Call to Order

Dan Christians called the regular meeting of the Technical Advisory Committee to order at 1:30 P.M. at the STA conference room. Dan informed the group that Daryl Halls could not make the meeting due to a family emergency.

PRESENT:	Mark Akaba	City of Vallejo
	Morrie Barr	City of Fairfield
	Pam Belchamber	City of Vallejo
	Dan Christians	STA
	Alan Eliot	MTC
	John Gray	Solano County
	Hilmer (Ace) Forsen	Caltrans
	Paul Hom	City of Vacaville
	Ed Huestis	City of Vacaville
	Ron Hurlbut	City of Fairfield
	Gary Leach	City of Vallejo
	Michael Lee	City of Rio Vista
	Marci Malaster	City of Vallejo
	Robert Macaulay	City of Vacaville
	Virgil Mustain	City of Benicia
	Alan Nadritch	City of Benicia
	Ashley Nguyen	MTC
	Julie M. Pappa	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Elizabeth Richards	SCI
	Michael Throne	City of Benicia
	Matt Todd	STA
	Ron Tribett	City of Dixon
	Paul Wiese	Solano County

The agenda was amended to hear item VIIB as the first action item. The agenda was approved as amended.

II. Consent Agenda

On a motion by John Gray with a second by Mark Akaba the consent calendar was approved.

A. Minutes of Meeting of September 29, 1999

III. Opportunity for Public Comment

There was no public comment.

IV. Reports from Caltrans, MTC and STA Staff

Ashley Nguyen said MTC would hold a joint meeting with the STA Board on December 8 to discuss the Blueprint for the 21st Century.

V. Consortium Update

Alan Nadritch provided an update of the Consortium meeting.

VI. STA Board Reports

Dan Christians provided a report of items that the STA Board will discuss that are not on the TAC agenda.

VII. ACTION ITEMS

B. 2nd Cycle TEA-21/STP/CMAQ

Corridor Management Program

On a motion of Ron Hurlbut and a second by John Gray, the TAC confirmed the need for the Corridor Management Program.

Corridor Management Program and Eastern Solano CMAQ Funds and funding for Low Cost Safety Projects.

Matt Todd provided a brief overview of the funding sources (STP and CMAQ) that these programs are derived from and the policy options that are in the staff report. Alan Eliot of MTC said that Solano County should not consider the funding from the different air basins and pick the best projects from the corridor management criteria and that MTC will apply the appropriate funds to each project. Alan said the method used to distribute the funds for the "Eastern Solano CMAQ" should not be considered separately as done for Cycle 1 TEA-21. He also said that MTC has made an error has made an error in the fund estimate. He did not have information on the magnitude of the change that may occur.

This new information was discussed and how it affects the recommendations being requested by staff today. The TAC recommended that a list of projects be compiled that list all the projects

that could potentially be eligible for these programs, and that STA staff format the list of projects so it can easily be determined which projects are Corridor Management Program eligible, Eastern Solano CMAQ and Corridor Management Program eligible, Eastern CMAQ eligible, and Low Cost Safety projects. This will allow the process to continue to move forward until the additional information needed is available. The above recommendation passed on a motion of Ron Hurlbut and a second by Dale Pfeiffer.

Mode Split between Road and Transit projects

Staff presented three options for the mode split and Alan Nadritch presented a revised option B endorsed by the Consortium at their meeting. The options were discussed. On a motion by John Gray and a second by Virgil Mustain, the TAC recommended a 12% transit/ 88% road split be used as a "floor" for the mode split and that an increase of up to 21% transit/79% road can be considered subject to project merit.

Corridor Management Emphasis Areas

A revised set of emphasis areas for the Corridor Management Plans was distributed including comments received through October 22. Matt Todd explained the role of the emphasis areas as it related to the lists of projects in the Corridor Management Plans and the project selection process. Ed Huestis requested further revisions based on the earlier information presented and the uncertainty of how the Eastern Solano CMAQ will be distributed. It was also noted the corridor interconnectivity needs a specific emphasis area added. On a motion by Ron Hurlbut and a second by Dale Pfeiffer, the revised emphasis areas were approved.

A. Project Monitoring Program Policies

Matt Todd suggested that a subcommittee meet to draft policies addressing projects that may not meet the obligation deadlines for the various funding programs in the Project Monitoring Program. A subcommittee will meet and bring back draft guidelines to the TAC.

C. Project Study Report (PSR) List

Matt Todd reviewed the attached list of PSRs and explained that similar lists have been created for all the counties in the Bay Area to assist Caltrans in prioritizing PSRs that need to be completed. There was discussion on locally generated PSRs. It was noted this list only concerned PSRs that needed to be completed by Caltrans staff. Ace Forsen suggested that local jurisdictions resubmit any PSRs to District 4 that were submitted to District 10. On a motion by John Gray and a second by Gary Leach, the PSR List was approved.

D. 1999-00 Disadvantaged Business Enterprise (DBE) Goal

Dan Christians discussed the STA's DBE goal and the new DBE requirements recently enacted by Caltrans. On a motion by John Gray and a second by Ron Hurlbut, an annual DBE goal of 10% for federal FY 1999-00 was approved.

E. SolanoLinks Consortium Goals

The goals approved by the Consortium were reviewed. On a motion by John Gray and a second by Ron Hurlbut, the Consortium Goals were approved.

F. Solano County Comprehensive Transportation Plan

Dan Christians updated the TAC on components of the Plan. The TAC appointed members to represent them on the Plan subcommittees including: Ed Huestis to the Bikes, TLC, and Other Subcommittee, Morrie Barr to the Arterial Subcommittee, and Pam Belchamber to the Transit Subcommittee.

G. Solano Commuter Information Transition

Dan Christians updated the TAC on the SCI transition to the STA. On a motion by Ron Hurlbut and a second by John Gray, the TAC supported the transition.

VIII. INFORMATION ITEMS

A. 2000 STIP Funding

Dan Christians updated the TAC on this potential STIP Funding option for project development work.

B. Development of 2000 Legislative Priorities

Dan Christians updated the TAC on the final 1999 Legislation. He said that the STA is beginning to look at 2000 Legislative priorities. SCA 3 and a measure that would allow cities to contract out engineering work was raised as priorities for next year.

C. Highway 12 MIS Study

Matt Todd said a kick off meeting with Solano County partners would be scheduled.

D. STA Awards Program

Matt Todd reviewed the list of nominees and noted that winners would be announced at the November 10 event, which follows the STA Board meeting.

IX. Funding Opportunities

Dan Christians reviewed the funding opportunities calendar.

X. Adjournment

The next meeting was scheduled for November 22 at 1:30 p.m. and the following meeting for December 22 at 1:30 p.m. The meeting was adjourned at 3:45 p.m.



DATE: November 3, 1999
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Application for 2000-2001 Environmental Enhancement and Mitigation Funds for Solano Bikeway

Background

The STA and the City of Vallejo have been working on obtaining funding and implementing the Solano Bikeway for the past four years. The project is a 1.8-mile multi-use bike route located on Caltrans right-of-way on the east side of I-80, between Columbus Parkway and American Canyon Parkway-Hiddenbrooke Parkway. To date, over \$1 million has been obtained for this key regional bike route and over \$100,000 has already been spent on the development of environmental documents, plans and specifications. Based on the Solano Countywide Bicycle Plan, this route will eventually connect various bike route segments along the heavily traveled I-80 Corridor through Vallejo from the Carquinez Bridge and Highway 37 to Fairfield.

Discussion

Additional elements and costs have recently been added to the project to meet the American with Disability Act requirements (ADA) and other Caltrans requirements. This has created a funding gap of approximately \$650,000. The STA, through its Bicycle Advisory Committee is developing a funding strategy that will be presented to the STA Board for approval at the December meeting. One part of the strategy is to apply for discretionary funds from both the Environmental Enhancements and Mitigation Program (EEM) and the Bicycle Transportation Account (BTA) program. STA proposes to apply for \$250,000 of EEM funds. The application deadline for this program is November 15, 1999. A Resolution authorizing this application submittal is required.

Fiscal Impact:

None

Recommendation:

Adopt Resolution approving an application 2000-2001 Environmental Enhancement and Mitigation Funds for Solano Bikeway

Attachment

RESOLUTION NO. 99-

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY APPROVING THE APPLICATION FOR GRANT FUNDS FOR THE 2000-01 ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM UNDER SECTION 164.56 OF THE STREETS AND HIGHWAYS CODE FOR THE SOLANO BIKEWAY PROJECT

WHEREAS, the Legislature of the State of California has enacted AB 471 (Chapter 106 of the Statutes of 1989), which is extended to provide \$10 million annually for a period of 10 years for grant funds to local, state and federal agencies and nonprofit entities for projects to enhance and mitigate the environmental impacts of modified or new public transportation facilities; and

WHEREAS, the Resources Agency has established the procedures and criteria for reviewing grant proposals and is required to submit to the California Transportation Commission a list of recommended projects from which grant recipients will be selected; and

WHEREAS, said procedures and criteria established by the Resources Agency require a resolution certifying the approval of an application by the applicant's governing body before submission of said application to the State; and

WHEREAS, the application contains assurances that the applicant must comply with; and

WHEREAS, the applicant or its designee, if selected, will enter into an agreement with the State of California to carry out the environmental enhancement and mitigation project;

NOW, THEREFORE BE IT RESOLVED that the Solano Transportation Authority (STA) hereby:

- 1.) Approves the filing of an application for the Environmental Enhancement and Mitigation Program for grant assistance.
- 2.) Certifies that said applicant or its designee will make adequate provisions for operation and maintenance of the project.
- 3.) Appoints Daryl K. Halls, or his designee, as the agent of the Solano Transportation Authority to conduct all negotiations, execute and submit all documents, including but not limited to applications, agreements, amendments, payment requests and so on, which may be necessary for the completion of the aforementioned project.

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 10th day of November, 1999.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: November 3, 1999
TO: STA Board
FROM: Matt Todd, Program Manager/Analyst
RE: Project Study Report (PSR) List

Discussion

MTC and Caltrans are compiling a list of Project Study Reports (PSRs) for the region with the goal of assisting Caltrans in the prioritization of their limited staff time. Under SB45, a PSR is an important precursor to a project receiving STIP funding. The list is proposed to include projects that require Caltrans to prepare a PSR and projects that have a PSR that requires updating.

The STA transmitted an initial list of PSRs to MTC based on a list compiled in 1998 and the recent STIP funded projects. This list was sorted into three categories by MTC staff: 1) PSRs currently in progress by Caltrans, 2) Potential PSRs to be prepared by Caltrans for the 2002 STIP, 3) PSRs that could be delayed until a future STIP (after 2002).

Referring to the attached Project Study Report (PSRs) Requested – Draft List are the following comments:

PSRs currently in progress by Caltrans

SR12 from I-80 to SR29, operational improvements

PSR has been identified as complete.

I-80 widening from 6 to 8 lanes between Vacaville and Dixon

PSR has been identified as complete.

Potential PSRs to be prepared by Caltrans for the 2002 STIP

Capitol Corridor Train Station in Benicia

This PSR proposal was submitted by the STA with a similar list in 1998. Caltrans Division of Rail HQ did not endorse the project at that time. Prioritized as a third tier to reflect that Solano has not prioritized the three proposed Solano rail facilities.

PSRs that could be delayed until a future STIP (after 2002)

Cordelia Truck Scales on I-80

Working with MTC and Caltrans to elevate this to the *Potential PSRs to be prepared by Caltrans for the 2002 STIP* category. Issue to be resolved involves the project's relation to the RTP.

I-80/I-680 Interchange Improvements

Working with MTC on key steps to elevate the I-80/680 Interchange Improvements to the *Potential PSRs to be prepared by Caltrans for the 2002 STIP* category. Issue to be resolved involves the inclusion in the RTP.

I-80 widening between SR 4 in Contra Costa and SR 37 in Solano

Issue to be resolved with this project involves the inclusion in the RTP.

SR 12 from Suisun City to Rio Vista

This project will be in a better position for future work once joint STA/Caltrans MIS type study completed.

I-80 auxiliary lanes from Travis Blvd. to Air Base Parkway (1.2 miles) in Fairfield

Working with MTC to elevate to *PSRs currently in progress by Caltrans* category. Issue to be resolved with this project involves the inclusion in the RTP.

I-80 widening between Fairfield and Vacaville, HOV lanes

Project in the outer years of the RTP.

Fiscal Impact:

None

Recommendation:

Approve the projects submitted for PSRs and direct staff to continue to work with Caltrans and MTC to elevate projects to the level of having a completed PSR.

Attachment

Project Study Reports (PSRs) Requested - Draft List

10/27/1999

County	Project	Caltrans Role	Comments	In the RTP	CMA Priority	RTP Project Number
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PSRs currently in progress by Caltrans

Solano	SR 12 from I-80 to Highway 29, operational improvements	Preparation	PSR is complete.	yes	1	94152
Solano	I-80 widening from 6 to 8 lanes between Vacaville and Dixon	Preparation	PSR is complete. Design costs were funded in the ITIP by the CTC in July 1999.	no	1	n/a

Potential PSRs to be prepared by Caltrans for the 2002 STIP

Solano	Capital Corridor Train Station in Benicia	Preparation	The RTP includes planning funds only for the Benicia Train Station.	yes	3	94148
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PSRs that could be delayed until a future STIP (after 2002)

Solano	Cordelia Truck Scales on I-80	Update/Revise Past Studies		no	1	n/a
Solano	I-80/I-680 interchange improvements	Preparation		no	1	n/a
Solano	I-80 widening between SR 4 in Contra Costa and SR 37 in Solano	Preparation	The segment of this project in Contra Costa Co. is in the RTP, but the segment from SR 29 to SR 37 in Solano Co. is not in the RTP.	no	2	n/a
Solano	SR 12 from Suisun City to Rio Vista	Preparation	ITIP List.	no	3	n/a
Solano	I-80 auxiliary lanes from Travis Blvd. to Air Base Parkway (1.2 miles) in Fairfield	Preparation	PSR is 5% complete and expected to be completed by the end of 1999.	no	2	n/a
Solano	I-80 widening between Fairfield and Vacaville, HOV lanes	Preparation	ITIP List. This project is in the outer years of the RTP.	yes	3	98167



DATE: November 3, 1999
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: 1999-00 Disadvantaged Business Enterprises (DBE) Goal

Background

The STA Board adopted its most recent Disadvantaged Business Enterprise (DBE) Plan on June 9, 1999. The goal for the federal fiscal year ending on September 30, 1999 was 10%. Staff calculates that as part of the three federally funded contracts approved for the Jepson Parkway project (\$323,218 for Jones and Stokes, \$205,000 for Mark Thomas and Co. and \$25,000 for Grandy and Associates – total of about \$553,218 for 1998/99), a DBE amount of about \$11,454 or about 2% of DBE services was achieved for these three contracts.

Based on the previously adopted goal and the STA's recent experience, it is proposed that the STA again adopt a DBE goal of 10% for federal FY 1999/00 (from October 1, 1999 through September 30, 2000). Staff will look for additional opportunities to achieve this DBE goal.

Fiscal Impact:

None

Recommendation:

Approve an annual DBE goal of 10% for federal FY 1999-00.



DATE: November 3, 1999
TO: STA Board
FROM: Matt Todd, Program Manager/Analyst
RE: SolanoLinks Consortium Goals

Discussion

At the request of the STA Staff, the SolanoLinks Intercity Transit Consortium has developed the following goals for their committee. These goals will serve as a work program to guide their activities.

- The Consortium should serve as the technical committee that guides and creates the transit component of the Countywide Comprehensive Transportation Plan
- Develop a transit education presentation for the STA TAC and the STA Board (short term)
- Develop a work plan for 1999-2000 and beyond for the Consortium (above and beyond the marketing program)
- Continue to provide a countywide marketing program for transit
- Improve the relationship with the STA to foster better advocacy for Solano County Transit in regional, state, and federal forums
- Improve the relationship between the STA TAC and the Consortium
- Enhance and define the role of the Consortium in funding processes
- Have the Consortium serve as the forum for countywide transit issues

These goals have been reviewed and approved by the STA TAC and are being submitted to the STA Board for review and approval.

Fiscal Impact:

None

Recommendation:

Approve the SolanoLinks Intercity Transit Consortium goals.



DATE: November 3, 1999
TO: STA Board
FROM: Matt Todd, Program Manager/Analyst
RE: Highway 12 MIS Study

Discussion

Staff is working with Caltrans staff on the State Planning and Research Program funding agreement for this study and will be calling a meeting of the Solano County "stakeholders" to discuss the scope of work.

Staff proposes a subcommittee of the Board with representatives from City of Fairfield, City of Rio Vista, County of Solano, and City of Suisun City meet in January to review and comment on the results of the stakeholder meeting prior to the full STA Board review. It is anticipated that only one meeting will be needed.

Fiscal Impact:

None

Recommendation:

Approve Chair to appoint a subcommittee of stakeholder jurisdictions to review preliminary scope of work.



DATE: November 3, 1999
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Classification for Deputy Director for Projects

Background

In October of 1998, the STA Board approved a contract for services for the position of Deputy Director for Projects. This position was established in recognition of the STA's enhanced role in project delivery, allocation of various federal, state and regional transportation funds, and the importance of identifying and obtaining transportation funds for Solano County.

The contract for services established the position's initial compensation, scope of services, leave, term, work schedule, and benefits. The compensation for this position was set at \$61,000 per year for a 32-hour workweek. The position was provided benefits consistent with those received by all other STA employees, with the exception of 3 ½ weeks of vacation per year rather than the 2 weeks per year received by other STA employees. The original staff member worked under the provisions of this contract from October 8, 1998 until June 30, 1999.

Currently, the four other employees of the STA are classified as at-will employees with salary ranges approved by the STA Board, except for the Deputy Director of Planning which is an at-will position without a salary range. This arrangement has been in place since the position (Dan Christians) was reclassified in October of 1998.

On July 14, 1999, the STA approved a budget for a personnel recruitment to fill the vacant Deputy Director of Projects position. The recruitment was performed by Shannon Associates and an interview panel comprised of two members of the STA TAC, one member of the SolanoLinks Consortium and one STA staff member, screened the applicants. On October 21, I interviewed the three finalists. I have selected a preferred candidate and the candidate has accepted the position, pursuant to Board consideration of the classification

Discussion

Currently, the Deputy Director for Projects position is classified as a "contract for services" employee without a salary range. To ensure consistency with other STA employees and to provide a merit system for quality work, I am recommending that the position of Deputy Director for Projects be changed from a contract employee to an at-will employee and that a salary range be established for compensation (see attached). All other benefits would be consistent with the employees' benefits package approved by the STA Board on June 9, 1999.

This classification would differ from the contract for services arrangement with the previous employee on three specifics. The workweek would be 40 hours versus 32 hours under the contract. As per current STA policy, vacation would be set at 10 days per year for new employees, with an adjustment to 15 days per years for 5 years of employment with the STA. The previous contract provided for 3 ½ weeks of vacation per year at the initiation of the contract.

The compensation for the position under the contract for services specified compensation at \$61,000 per year. Based on the 32 hour per work week specified in the previous contract, this amounts to a rate of \$36.66 per hour. The establishment of the classification at the salary range for the position, as recommended, would set the compensation range between \$61,008 (step 1) and \$73,200 (step 5). Assuming a 40-hour work week, the hourly rate would range from \$29.33 for step 1 to \$35.19 for step 5. The salary cost for this position was allocated in this year's budget.

This five step salary range will provide the STA with a merit system for quality and professional staff work and provide an incentive for employees to extend their careers with the STA. Attracting and holding on to talented and experienced professional staff will help the STA continue to meet the evolving challenges of transportation planning and project delivery.

In addition, it is my intent to review the salary compensation for the Deputy Director for Planning position and provide the STA Board with a recommendation for establishment of a salary range in conjunction with the mid year budget review at the Board meeting of February, 2000.

Fiscal Impact:

The fiscal impact for 1999/2000 would be less than was budgeted due to five months of salary savings. The annual fiscal cost would increase in future fiscal years based on merit increases.

Recommendation:

Approve establishment of Deputy Director for Projects classification and salary range as recommended.

Attachment

DEPUTY DIRECTOR FOR PROJECTS COST PROJECTION

POSITION	HOURLY	MONTHLY	MONTHLY INCLUDING BENEFITS	TOTAL ANNUAL COMP
Step 1	\$29.33	\$5,084.00	\$6,846.87	\$82,162.47
Step 2	\$30.80	\$5,338.00	\$7,158.25	\$85,899.01
Step 3	\$32.34	\$5,605.00	\$7,485.57	\$89,826.79
Step 4	\$33.95	\$5,885.00	\$7,828.82	\$93,945.82
Step 5	\$35.19	\$6,100.00	\$8,092.39	\$97,108.64



DATE: November 3, 1999
TO: STA Board
FROM: Stacy Medley, Office Manager
RE: STA Board Stipends

Background

Per the current policy adopted by the STA Board, the STA provides Board members, or alternates, with stipends for their attendance at meetings scheduled by STA staff which require attendance by a Board member or members, or their alternate. The amount of stipend per meeting is set at \$50.00. A cap of \$100 per month per Board member or alternate has been in place since 1995.

A total of \$6,600 was budgeted for stipends for the current fiscal year. This breaks down to an average of 11 meetings per month for the entire Board. This allows each Board member or alternate, to receive one stipend per month (usually the monthly Board meeting), with a total of three additional meetings/stipends available for Board members or alternates to receive (not per Board member or alternate, but for three meetings total).

Currently, during the first quarter of this fiscal year, there has been an average of 12 meetings per month paid out in stipends. This already exceeds what the average monthly stipends has budgeted. There are three additional subcommittees being created, which will meet on a quarterly basis, and will also qualify for stipends. During the second half of the fiscal year, their will be approximately 80-90 qualified stipends, which averages out to about 12-14 per month, with a maximum of \$4,500 during the second half of the year. At this rate, the STA will exceed the current budget for stipends of \$6,600.

Discussion

Attached is a list of STA Board subcommittees eligible for stipends. Staff has agendized this issue to clarify which meetings qualify to receive stipends. Additional funds would need to be allocated by the Board if more than one meeting per month, with the three additional stipends available per month exceeds the collective average of 11 meetings per month.

Fiscal Impact:

None

Recommendation:

1.) Clarify list of meetings eligible for stipends. 2.) Request staff to return with budget allocation at mid year, if needed, for additional stipend funding.

Attachment



DATE: November 3, 1999
TO: STA Board
FROM: Bob Grandy, Grandy and Associates, and Daryl K. Halls, Executive Director
RE: Jepson Parkway Concept Plan

Background

During the last four months, STA staff, the Jepson Parkway Concept Plan consultant team, and STA Board Subcommittee have met individually and collectively with the four agencies located along the Jepson Parkway route (Reliever Route). These individual meetings have provided the opportunity to discuss the specific details of each of the segments along the route with the public works and planning staff from each of the four agencies. Discussions have focused on mapping specifics, environmental issues, alignments of various segments, project amenities (i.e., landscaping, bike paths, signage and staging areas), the integration of various modes of transportation, and identifying opportunities to improve coordination between the route and the various land use plans of the four agencies. Additional discussions addressed the timing and specifics of providing briefings to each elected board for the four agencies and the STA Board.

In response to the input received at these meetings, refinements to the mapping and concept sketches, and an updated schedule have been prepared. The updated versions of the schedule will be divided by segments of the route to assist the four agencies in monitoring their portions of the project.

On September 14, 1999, the Vacaville City Council adopted three actions pertaining to the Jepson Parkway Project as part of their approval of three bridge widening projects along the northern portion of the route. The three actions consisted of: 1) adoption of a mitigated negative declaration for the Leisure Town Road Bridge Widening/Safety Project, 2) initiation of a General Plan amendment for reducing the ultimate number of lanes along Leisure Town Road from six lanes to four, and 3) recommending that the STA designate a new arterial street located within a corridor between Alamo Drive and New Ulatis Creek Bridge, at least 1,250 feet to approximately 3,800 feet east of Leisure Town as the I-80 Reliever Route.

At the Vacaville Public Hearing for this project, a large number of residents with homes adjacent to the project voiced their opposition and requested a number of issues be addressed. These included: diverting truck traffic, reducing noise impacts, providing traffic signals, developing a bike path, and providing improved landscaping. Other residents supported not increasing Leisure Town from two lanes to four.

Discussion

The request from the City of Vacaville raises several policy issues for consideration by the STA Board. Some of these include: 1) whether the proposed new alignment is consistent with the intent and goals of the project, 2) the potential for increased project costs (i.e., mapping, environmental, and right of way), 3) the location of the alignment relative to Vacaville's city boundaries and its sphere of influence, and 4) the position of LAFCO and/or the Solano County Board of Supervisors to the alignment request.

Presently, 6 of the 9 segments of the project are funded. The Leisure Town Road Interchange is one of the six funded segments. This segment includes \$9.5 million in federal funds obtained by the STA. Two other segments on Leisure Town Road are part of the three segments not yet funded. The next primary opportunity for STA to fund the three unfunded segments would be the 2002 STIP, although other funding opportunities may arise at an earlier date. Based on information provided by Solano County LAFCO staff, the proposed alignment would be located outside Vacaville's city boundary and its sphere of influence which extends to 1,500 feet east of Leisure Town. This is located within the western boundary of the proposed new alignment and would extend about 250 feet into the proposed corridor. This new alignment would require review and consideration by both LAFCO and the Solano County Board of Supervisors.

The proposed alignment would result in an increase of mapping and environmental costs, because the alignment is located outside the area currently mapped and environmentally assessed by our consultants. It is uncertain if there would be additional right of way costs or environmental issues.

On November 2, 1999, the STA Board's Jepson Parkway Subcommittee met to consider the request from the City of Vacaville. At the meeting, STA Chair and Vacaville Council Member Rischa Slade asked for support of the Vacaville request. After some discussion, the Subcommittee voted to recommend the STA Board not support the new alignment request, but that the STA continue to be work with the City of Vacaville to address the local concerns and impacts pertaining to the current alignment (the three ayes were Erickson, Lessler and Sperring with Slade voting no).

At the meeting, the project's lead consultant will provide a status report on the project and present the revised schedule.

Fiscal Impact:

None

Recommendation:

1. Approved updated project schedule,
2. Disapprove the City of Vacaville's request to direct the Jepson Parkway Concept Plan study and environmental assessment to the east of Leisure Town, in a corridor identified between 1,250 to 3,800 feet from the current route, as indicated in the correspondence dated September 20, 1999.
3. Authorize the Jepson Parkway Subcommittee and staff to continue to work with the City of Vacaville to address local concerns and impacts pertaining to the current alignment of Jepson Parkway Concept Plan and Project.

Attachments

SCHEDULE FOR JEPSON PARKWAY PLAN

OCTOBER

- 29th Working Group Meeting
- Concept Plan Outline & Maps
 - Operational Issues (Truck restrictions, access, signals)
 - Draft Plan Line (Walters to Leisure Town Rd. Ext.)
 - Summary of Environmental Surveys

NOVEMBER

- 2nd STA Board Subcommittee Meeting
- Concept Plan Outline & Maps
 - Project Description Issues
- 10th STA Board Meeting
- Status Report & Direction on Project Description Issues

DECEMBER

- 9th Working Group Meeting
- Admin. Draft Concept Plan
 - Admin. Draft Project Description
 - Draft Plan Line (Leisure Town Rd.)
- 9th STA Board Subcommittee (same agenda as Working Group)

JANUARY

- 13th Working Group Meeting
- Draft Concept Plan
 - Draft Project Description

FEBRUARY

- 9th STA Board Meeting
- Approve distribution of Draft Concept Plan, Draft Project Description
- Week of 20th/27th Presentation of Draft Concept Plan, Draft Project Description to Councils/Board

MARCH

- 16th Working Group
- Revisions to Draft Concept Plan/Draft Project Description

APRIL

- 12th STA Board
- Approve Concept Plan/Project Description

JEPSON PARKWAY CONCEPT PLAN

Draft Report Outline

October 1999

The following represents a proposed outline of the report for the concept plan project. It includes work from MIG, Inc. and Grandy and Associates and incorporates all of the maps and graphic materials that have been generated during the course of the project.

I. Introduction

A. Background: Project History, Location and Regional Context, Agencies involved (map of vicinity)

B. Planning Process: Public Involvement, Sub-Committee Process, Working Group Process, and Relationships of Concept Plan to other Parkway Planning and Engineering Work (Process/Schedule Diagram)

C. Purpose and Need for the Project

II. Existing Conditions

A. Description of Existing Route: include photos of area

B. Issues Along the Route: public issues from scoping meetings, safety, traffic capacity, visual issues, etc.

III. Concept Plan Summary

A. Integration with Area-wide Transportation System: sub-regional map showing adjacent roads, transit routes, bike routes, key destinations, other key future roadway improvements

B. Corridor Concept at a Glance: corridor improvements (plan drawing showing vehicle lanes, landscaping, nodes, bicycle facilities, transit facilities all on one map, series of cross-sections accompanying map)

C. Description of Each Corridor Segment (include bird's eye perspective of each segment type)

IV. Transit Element

A. Integration with Existing and Planned Transit Services: include bus transit routes and multi-modal station opportunities

B. Map showing proposed transit routes, bus stops, linkages

V. Bicycle and Pedestrian Element

- A. Integration with Existing and Planned Bike Paths and Facilities
- B. Map showing corridor bike treatment, staging areas and connections (include photos of bike facilities and site design and character sketch of staging area/station)

VI. Landscape Element

- A. Map and colored cross-sections showing the landscape concept for each segment, use bird's eye drawings, photos of comparable parkways
- B. Description of consistent signage ideas with sketch
- C. Options for Open Space Acquisition/Easements

VII. Transit-Supportive Land Use Guidelines

- A. Purpose and Use of the Guidelines
- B. Fundamental Principles of Linking Land Use and Transportation (show future planned land uses along the corridor as shown by each jurisdiction's general plan)
- C. Community and Neighborhood Scale Design Ideas: drawing of master planned mixed-use community, master plan/bird's eye of multi-modal station oriented development options
- D. Project Level/Site Design Level: site design drawings of single-family residential, multi-family residential, office, business park, and neighborhood retail showing ways to incorporate transit and pedestrian design

VIII. Corridor Management Operating Plan

- A. Traffic Management Program: speed limits, truck limitations, other
- B. Maintenance Program

IX. Candidate Livable Community Projects

- A. Bicycle Path Projects
- B. Landscaping Implementation
- C. Open Space Acquisition
- D. Rest Station/Staging Area
- E. Other

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



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

OFFICE OF
The City Manager

September 20, 1999

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

SUBJECT: JEPSON PARKWAY IN VACAVILLE

Dear Daryl:

As you are well aware, last Tuesday night the Vacaville City Council held the public hearing for the adoption of a mitigated negative declaration for the Leisure Town Road Bridge Widening/Safety Project, as well as discussion on the location of the future reliever route along the residential portion of Leisure Town Road. The Council took the following actions (resolutions are attached):

- Adoption of the mitigated negative declaration for the Leisure Town Road Bridge Widening/Safety Project, and
- Initiation of a General Plan amendment for reducing the ultimate number of lanes along Leisure Town Road (south of Horse Creek Bridge) from 6 lanes to 4 lanes, and
- Recommendation that the STA designate a new arterial street located within a corridor between Alamo Drive and New Ulatis Creek Bridge, at least 1,250 ft. to approximately 3,800 ft. east of Leisure Town Road as the I-80 Reliever Route. As shown on the attached exhibit, the conceptual Jepson Parkway alignments would tie back into Leisure Town Road at, or northerly of, the New Ulatis Creek Bridge, thus utilizing the proposed bridge project as well as the future Leisure Town Overcrossing Project.

Therefore, the City of Vacaville is requesting that the STA Board direct the study and environmental assessment of a realignment of Jepson Parkway to the east of Leisure Town Road, south of the New Ulatis Creek Bridge, and with the Parkway reemerging back into Leisure Town Road at, or somewhere north of, this bridge. As you proceed through the EIR/EIS process, our Council will need to be involved in the final selection of this segment of the Jepson Parkway route to ensure consistency with the City's General Plan. Please contact Dale Pfeiffer or his staff for any assistance on this matter.

Sincerely,

John P. Thompson
City Manager

cc: Rischa Slade, Chairman, STA
Dale Pfeiffer, Director of Public Works
Ron Rowland, Director of Community Development

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 449-5100	Public Works 449-5170
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RESOLUTION NO. 1999-120

RESOLUTION ADOPTING A MITIGATED NEGATIVE DECLARATION FOR THE LEISURE TOWN ROAD BRIDGE WIDENINGS/SAFETY PROJECT

WHEREAS, the City of Vacaville prepared an Initial Study for the Leisure Town Road Bridge Widening/Safety Project in accordance with the California Environmental Quality Act; and

WHEREAS, a Draft Mitigated Negative Declaration was prepared and has been circulated for public review; and

WHEREAS, the public notice was posted in the office of the Solano County Clerk and in a prominent location in city hall; and

WHEREAS, although the proposed Leisure Town Road Bridge Widening/Safety Project has the potential to have a significant impact on the environment, mitigation measures incorporated into the project will mitigate potential impacts to a less-than-significant level; and

WHEREAS, a draft mitigated negative declaration was written and circulated for public review through the State Clearinghouse; and

WHEREAS, a public review period was provided between August 12, 1999 through September 13, 1999; and

WHEREAS, the Planning Commission reviewed the project and took public testimony on August 17, 1999, and recommended approval of the Mitigated Negative Declaration; and

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Vacaville does hereby adopt the Leisure Town Road Bridge Widening/Safety Project Mitigated Negative Declaration and Mitigation Monitoring Program with the following findings A through F:

- A. That the adoption of a Mitigated Negative Declaration for the Leisure Town Road Bridge Widening/Safety Project reflects the independent judgment of the City of Vacaville, acting as lead agency for the project (Section 21082.1(c)(3), CEQA; Section 14.023.050(A)(5), Environmental Review Ordinance of the city of Vacaville).
- B. The Leisure Town Road Bridge Widening/Safety Project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory (Section 14.023.050(A)(1), Environmental Review Ordinance of the city of Vacaville).
- C. The Leisure Town Road Bridge Widening/Safety Project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term goals (Section 14.023.050(A)(2), Environmental Review Ordinance of the city of Vacaville).
- D. The Leisure Town Road Bridge Widening/Safety Project does not have environmental effects which are individually limited but are cumulatively considerable (Section 14.023.050(A)(3), Environmental Review Ordinance of the city of Vacaville).
- E. The Leisure Town Road Bridge Widening/Safety Project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly (Section 14.023.050(A)(4), Environmental Review Ordinance of the city of Vacaville).

RESOLUTION NO. 1999-121

RESOLUTION INITIATING A GENERAL PLAN AMENDMENT REGARDING THE NUMBER OF LANES FOR LEISURE TOWN ROAD AND THE LOCATION OF THE I-80 RELIEVER ROUTE

WHEREAS, the Solano Transportation Authority ("STA"), in cooperation with local jurisdictions, is planning the I-80 Reliever Route, that will provide a continuous roadway from Highway 12/Walters Road intersection in Suisun City to the I-80/Leisure Town Road interchange in Vacaville; and

WHEREAS, STA's current concept plan calls for Leisure Town Road to be the Reliever Route through the City of Vacaville;

WHEREAS, the Transportation Element of the City's General Plan states that Leisure Town Road will be 6 lanes from Alamo Drive, north to I-80; and

WHEREAS, at the August 17, 1999 meeting of the Planning Commission regarding the Leisure Town Road Bridge Widening/Safety Project, numerous residents expressed strong opposition to the Reliever Route Project, based on noise and air quality impacts due to increased traffic volumes on Leisure Town Road; and

WHEREAS, at their August 17, 1999 meeting, the Planning Commission recommended that the City Council consider an alternate location for the Reliever Route, east of Leisure Town Road.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Vacaville does hereby:

1. Initiate a general plan amendment that calls for Leisure Town Road to be 4 lanes between Alamo Drive and the New Ulatis Creek Bridge and connecting with a new arterial road to the east, as shown on the attached exhibit;
2. Initiate a general plan amendment to add a arterial road, between Alamo Drive and the New Ulatis Creek bridge; this street would be within a corridor at least 1250 feet to approximately 3800 feet east of Leisure Town Road, as shown on the attached exhibit;
3. Recommend that the Solano Transportation Authority designate this new arterial street as the I-80 Reliever Route between Alamo Drive and the New Ulatis Creek Bridge;
4. Declare its intent to remove the truck route designation from Leisure Town Road, between Alamo Drive and the New Ulatis Creek Bridge, after the new arterial street is constructed; and
5. Directs staff to collaborate with residents regarding future improvements to Leisure Town Road, including lighting, sidewalks, and landscaping, when funding becomes available.

I HEREBY CERTIFY that the foregoing Resolution was introduced and passed at a regular meeting of the Vacaville City Council, held on September 14, 1999, by the following vote:

AYES: Council members Clancy, Slade and Vice-Mayor Wood

NOES: Council member Augustine and Mayor Fleming

ABSENT: None

ATTEST:



Kathleen M. Andronico, City Clerk

Jepson Parkway Alternative Area





SOLANO LOCAL AGENCY FORMATION COMMISSION

601 Texas Street • Fairfield, California 94533 • (707) 421-6765

Brigitta Corsello, Executive Officer • Harry Englebright, Principal Planner

99-09-27P02:32 RCVD

September 23, 1999

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

Dear Daryl:

Per your request, I have attached a copy of the Sphere of Influence Map for the City of Vacaville with the Jepson Parkway alternatives shown as proposed by the City. The Sphere of Influence for the City of Vacaville in the Leisure Town Road area extends a total of 1500 feet east of Leisure Town Road. Within the 1500 foot Sphere of Influence, 500 feet has been designated as "Urban Open Space" by LAFCO to reflect the buffer area as proposed under the City of Vacaville General Plan. LAFCO placed a condition on the "Urban Open Space" area that requires the City to demonstrate to LAFCO how the area will be protected and maintained by the City and/or conservation agencies as permanent open space or public use prior to annexation of the "Urban Open Space" area (see page 3 of the attached LAFCO Resolution).

If you have any further questions, please feel free to contact me at 421-6765

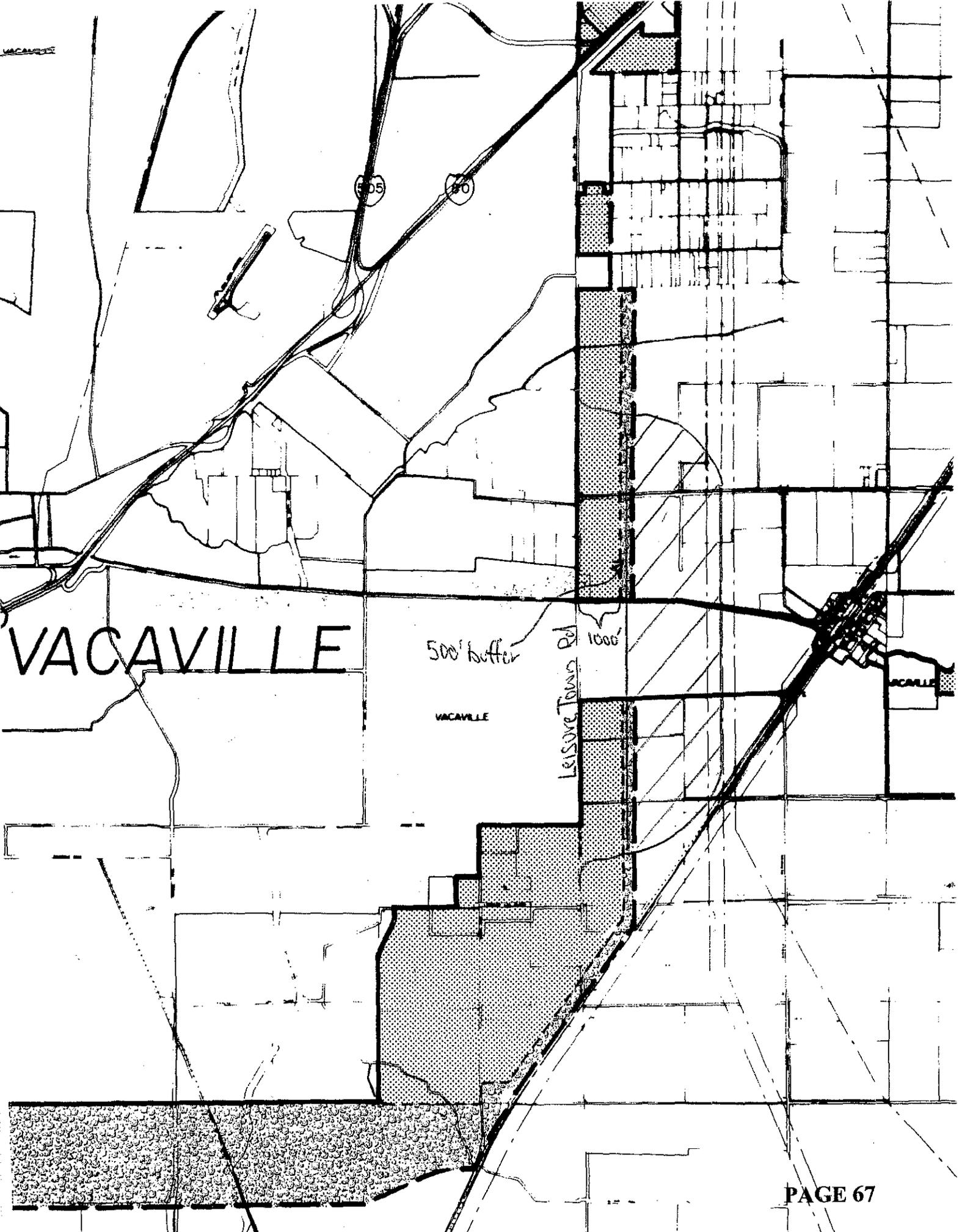
Sincerely,

Harry L. Englebright
Principal Planner

Attachments
cc Brigitta Corsello, Executive Officer

r:he/tafco/halls.let

VACAVILLE



VACAVILLE

500' buffer

VACAVILLE

Leisure Towns Rd

1000'

VACAVILLE



DATE: November 3, 1999
TO: STA Board
FROM: Matt Todd, Program Manager/Analyst
RE: 2nd Cycle TEA-21/STP/CMAQ Funding

Background

The Transportation Efficiency Act for the 21st Century (TEA-21) legislation enacted in 1998 provided authorization for six years of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding. In Solano County the STA 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 will be programmed over the next four 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. Solano County also receives CMAQ funds for the Yolo/Solano Air Basin, referred to as Eastern Solano CMAQ.

Discussion

The County Rehabilitation Program, the Corridor Management Program, the Eastern Solano CMAQ funds, and policy issues associated with them were discussed at the September meeting.

1. Confirm the need for the Corridor Management Projects.

This program funded System Management projects and Low Cost Safety projects in the 1st Cycle. Many projects from the Solano County Corridor lists were not funded and staff expects additional projects to be added to the list. **The STA TAC, Consortium and staff recommend the STA Board confirm the need for Corridor Management Projects.**

2. What is the mode split (%) between Transit and Road projects for the Rehabilitation Program?

The County Rehabilitation Program for Solano County is \$7.634 million. There was a detailed discussion at the Consortium and STA TAC on this issue of the split of these funds between road and transit rehabilitation projects.

MTC has adopted a modal split guidance reflecting a "half way point" between the Cycle 1 guidance and the RTP guidance which has been identified as the split MTC would like to see the region attain. The mode split for Solano County under this option is 12% transit/88% roads. The

RTP split option is 21% transit/79% roads and is in line with the 1st Cycle mode split used by Solano County.

The two primary options discussed at the STA TAC and Consortium are detailed below.

Option A – 12% transit/88% roads

This is the STA TAC recommendation and consists of the adoption of a 12% transit/88% road split as a “floor”. The recommendation also included the option to consider a split of up to 21% transit/79% road subject to merit of the projects submitted.

Option B – 21% transit/79% roads

This is the Transit Consortium recommendation and consists of the adoption of a 21% transit/79% road split. The Consortium also recommended a 30% transit/70% road split which would consider all the funding sources (County Rehabilitation, Corridor Management and Eastern Solano CMAQ).

Discussion at the STA TAC included the level of the needs for both modes and types of projects the various programs can fund (i.e. County Rehabilitation Program versus Corridor Management Program projects). It was noted that transit projects have competed well for Corridor Management Program funds, but that they do not fund the same types of projects that the County Rehabilitation Program funds.

Staff endorses the 21% transit/79% roads split of rehabilitation funds which is the split used in the Cycle 1 TEA-21 funding and the MTC RTP split option. Based on the discussions at the Consortium and STA TAC, Option A has the flexibility to achieve this split with a strong submittal of transit projects. **Staff recommends Option A.**

3. Corridor Management Plan Emphasis Areas

This is step one in a three-step process to program the corridor management funds. The emphasis areas are general statements of types of projects that will help the corridor. The emphasis areas approved by the STA TAC and Consortium are attached. For step two, the STA will request any new projects to be added to the corridor plans, a brief project title, description (no more than a paragraph), and cost estimate is needed for this step. Step three will require applications to be completed for those projects that wish to compete for funding. Staff does not expect every project on the Corridor Management Plans will be submitted for funding. Projects that are applied for that receive funding should in general, support the emphasis areas that are attached.

STA TAC, Consortium and staff recommend adoption of the Emphasis Areas for the three corridors of Solano County.

4a. How to program Corridor Management and Eastern Solano CMAQ funds?

In Cycle 1, all jurisdictions were eligible to apply for the Corridor Management Program. Cycle 1 programming also consisted of Eastern Solano CMAQ funds programmed to projects in County of Solano, Dixon, Vacaville and the YSAQMD.

Cycle 2 has been proposed to be programmed under the similar assumptions used in Cycle 1. At the STA TAC meeting, MTC said that Solano County should not address the Corridor Management and Eastern Solano CMAQ separately as was done in Cycle 1 and was being proposed for Cycle 2. It was suggested that Solano County should select projects based on the Corridor Management Program guidelines and that MTC will ensure that the proper fund sources are applied to projects. The STA TAC and staff were also informed at this meeting that there may be an adjustment to the Solano County funding levels based on a error that occurred in Cycle 1 and again in Cycle 2. The error concerns the accounting of CMAQ funds from the Bay Area Air Basin and CMAQ funds from the Yolo/Solano Air Basin with the implication being Solano County receiving less funding.

STA staff is meeting with MTC staff on November 4 to discuss the CMAQ issue and will provide additional information at the meeting. The STA TAC recommended that a list of projects be compiled of all projects eligible for the Corridor Management, Eastern Solano CMAQ, and Low Cost Safety projects. This list will identify which fund sources each project is eligible for. This will allow the process to continue to move forward until the additional information needed is available to program the funds.

There is no recommendation at this time. Staff will provide additional information at the STA Board meeting.

4b) *Funding Source for Low Cost Safety Projects: What amount of funding and from what source?*

In the 1st Cycle, the STA dedicated a portion of Solano County funds to Low Cost Safety projects from the "75% Program" (now the County Rehabilitation Program). This was the only TEA-21 fund source allocated to Solano County on a population basis in the 1st Cycle and the only guaranteed source of funds we could rely on for these projects. These projects did not score well in the regionally competitive programs.

Due to the uncertainty of the fund estimate of the Corridor Management Program and the Eastern Solano CMAQ funds, The STA TAC recommended we compile a list of potential Low Cost Safety Projects, but not recommend a funding goal at this time. Staff will provide additional information at the STA Board meeting.

Fiscal Impact:

None

Recommendation:

1. Confirm the need for Corridor Management Projects.
2. Adopt the Option A.
3. Adopt corridor management emphasis areas.
- 4a. No recommendation at this time.
- 4b. No recommendation at this time.

Attachments

Program Summaries

Eligible project types for funding programs

Solano County Policy Option Flow Charts and Graphs

Corridor Emphasis Areas

PROGRAM SUMMARIES

Corridor Management Program

This program consists of a mix of STP and CMAQ funds (the mix will be based on the amount of STP and CMAQ eligible projects submitted to MTC from Solano County). Funds for the program will be made available to Solano County for projects that improve the transportation along a corridor by implementing corridor strategies or low cost safety projects.

MTC has identified a menu of corridor management strategy projects and low cost safety projects that are eligible for this program. This program's guidelines are favorable to CMAQ type projects.

County Rehabilitation Program

This program consists of a mix of STP and CMAQ funds (the mix will be based on the amount of STP and CMAQ eligible projects submitted to MTC from Solano County). Funds for the program will be made available to Solano County for transit and roadway projects that maintain the existing transportation system.

MTC has identified four tiers of project categories (see attachment for project type by tier). Guidance on spending these monies will include a minimum of 80% of the Solano County funds should be devoted to Tier 1 and 2 projects. Based on the projects from the 1st Cycle, Solano was well within these limits.

Eastern Solano CMAQ Program

Solano County also receives CMAQ from SACOG because of the geography of Solano County and the inclusion of Eastern Solano in the Yolo/Solano Air Basin. Additional information on these monies and how they are distributed in relation to the Corridor Management Program will be available at the meeting.

**County Rehabilitation Program Tiers
(Eligible projects fall within these categories)**

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

Eligible corridor management strategies are as follows:

<p><u>Highways</u> (1)</p> <ul style="list-style-type: none"> • Traveler assistance, incident response • TOS and supplementary surveillance devices (2) <p><u>Transit/Ridesharing</u> (1)</p> <ul style="list-style-type: none"> • HOV lane improvements (e.g. signs, striping) • HOV bypass on on-ramps • Park & Ride lots • Bus pullouts • Relocated/ enhanced transit stops • Transit priority systems to improve timed transfers, schedule adherence (e.g. preemption, phasing) • Real-time traveler information (such as information provided on-board vehicles and at stops & stations) • Improved productivity tools (e.g. AVL components, implementing timed transfers) • Earthquake response equipment • New transit vehicles for services that implement corridor management strategies (3) • Transit operating assistance for services that implement corridor management strategies 	<p><u>Arterials</u> (1)</p> <ul style="list-style-type: none"> • Interconnect arterial signals and fwy. ramp meters • Arterial signal interconnections and upgrades (e.g. SMART streets, Generation 1.5 software) • Traffic management centers • Low cost corrections to geometric deficiencies to improve flow, improve interface with highway, transit or freight operations <p><u>Bicycle/Pedestrian</u></p> <ul style="list-style-type: none"> • Bike/pedestrian access to transit centers and regionally important activity centers (e.g. bike routes, storage, station access) • Bike racks on transit • Gap closures for regionally significant class 1 bike paths and class 2 bike lanes, including freeway crossings (per the Bay Trail, regional, county, and city bike plans) <p><u>Freight</u></p> <ul style="list-style-type: none"> • Weigh-in-motion • Truck parking areas (e.g. truck residential parking permit programs) • Access improvements to/within major distribution centers (ports, etc.)
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Notes:

- (1) Operating assistance if the service implements a corridor management strategy in the appropriate, adopted corridor management plan, and the service meets the Federal CMAQ eligibility rules.

Federal guidance on CMAQ restricts transit operating assistance to services that are “discrete new addition[s] to the system” and limits it to a maximum period of three (3) years. After that time, other sources of funding must be used. The project sponsor must demonstrate the financial capacity to operate the service during the period for which CMAQ operating assistance is requested and after this period has expired. This must be demonstrated in the operators’ short range transit plan (SRTP) or equivalent policy endorsed by the board of the sponsoring agency.

Federal guidance on CMAQ restricts operating assistance for traffic and transit management and traveler information systems/ centers to new or expanded systems with demonstrable air quality benefits. Operating assistance is generally limited to a period of three (3) years. The project sponsor must demonstrate the financial capacity to operate the service after this period has expired.

- (2) TOS projects included in the CMA bid lists will be eligible for funding if the requests are consistent with a Caltrans/MTC plan for TOS/TMC currently being prepared, and to the extent that MTC and Caltrans reach a clear agreement on the availability of SHOPP funding for this program.
- (3) The purchase of new transit vehicles will be eligible under this program if the vehicles will be used to run service that implements a corridor management strategy in the appropriate, adopted corridor management plan. The project sponsor must demonstrate financial capacity to operate the service. This must be demonstrated in the operators’ short range transit plan (SRTP) or equivalent policy endorsed by the board of the sponsoring agency.

Eligible safety strategies are as follows:

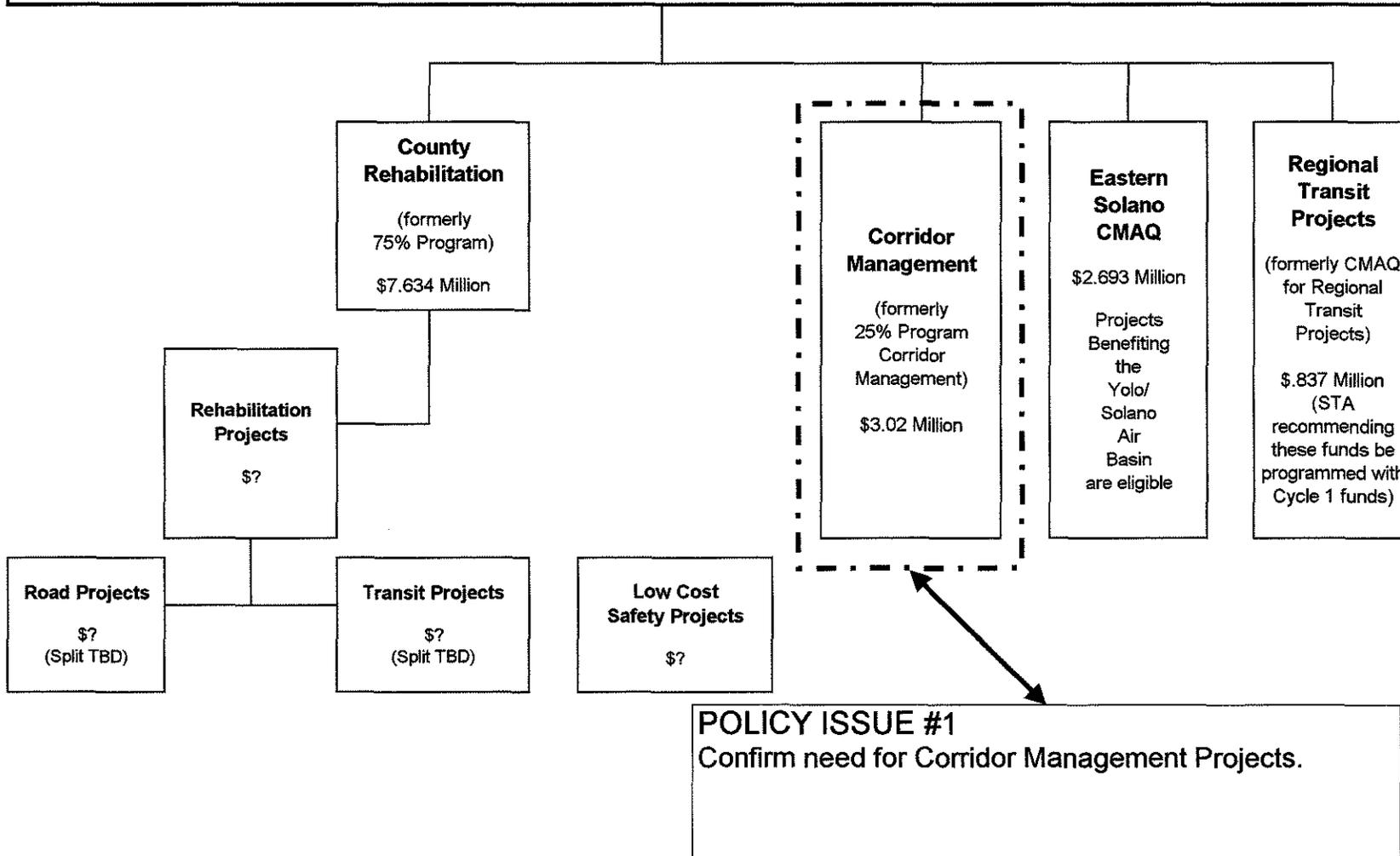
<p><u>Highways</u></p> <ul style="list-style-type: none">• Low cost safety improvements, where identified in corridor operational assessment or where highest priority and not addressed in SHOPP (e.g. reflectors, guard rails, signs, geometric corrections, striping) <p><u>Transit/Ridesharing</u></p> <ul style="list-style-type: none">• Railroad crossing protection devices• Transit security on buses and in stations (capital only)	<p><u>Arterials</u></p> <ul style="list-style-type: none">• Intersection enforcement (capital only)• Low cost safety improvements <p><u>Bicycle/Pedestrian</u></p> <ul style="list-style-type: none">• Low cost bicycle safety improvements (e.g. sidewalk bulbs, widening shoulders, safe drainage grates, signs, striping, crossing protection)• Pedestrian crossings and crossing protection <p><u>Freight</u></p> <ul style="list-style-type: none">• Railroad crossing protection devices
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2nd CYCLE

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

Transportation Efficiency Act for the 21st Century (TEA -21)

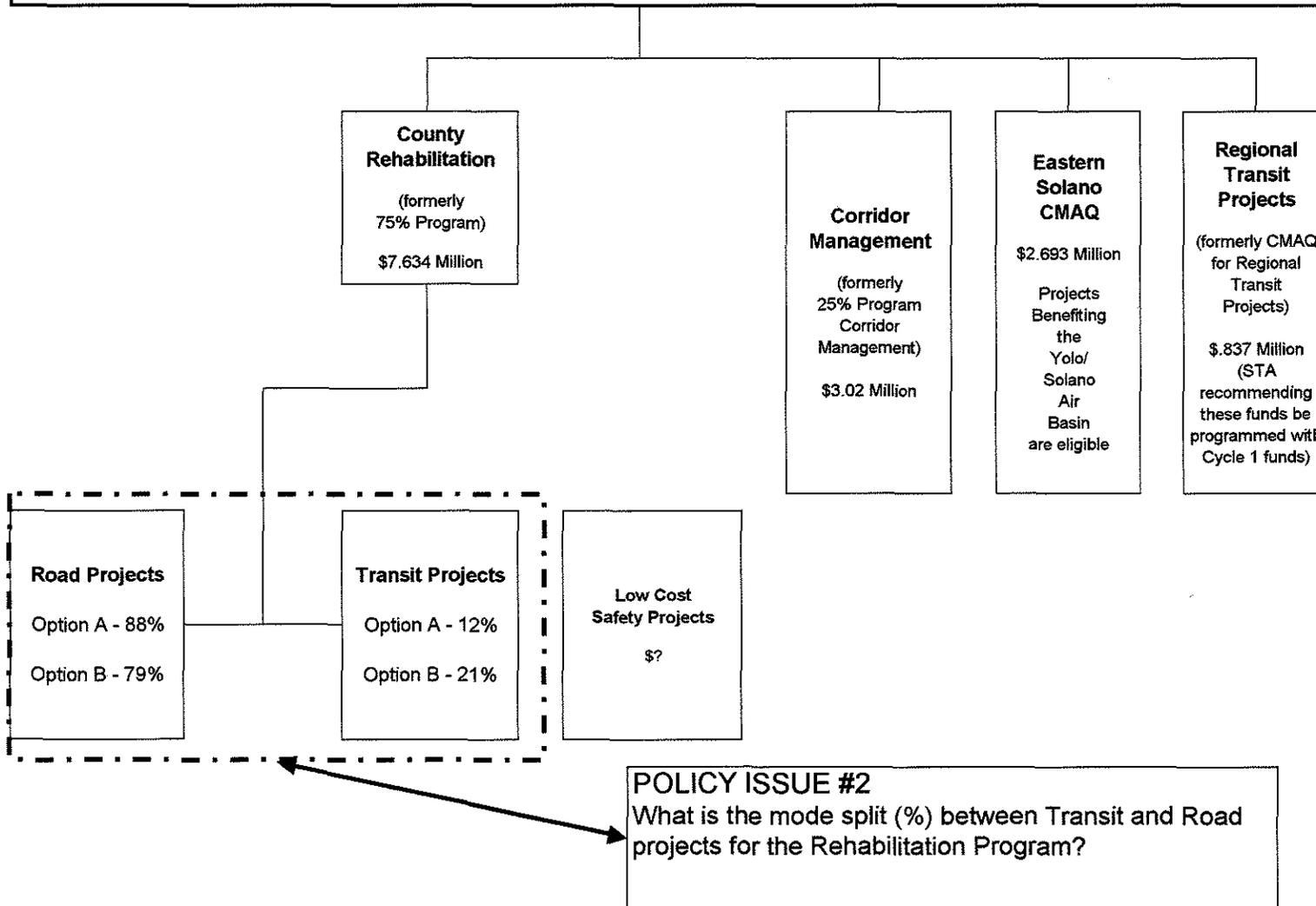
(Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Program (CMAQ))



2nd CYCLE

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

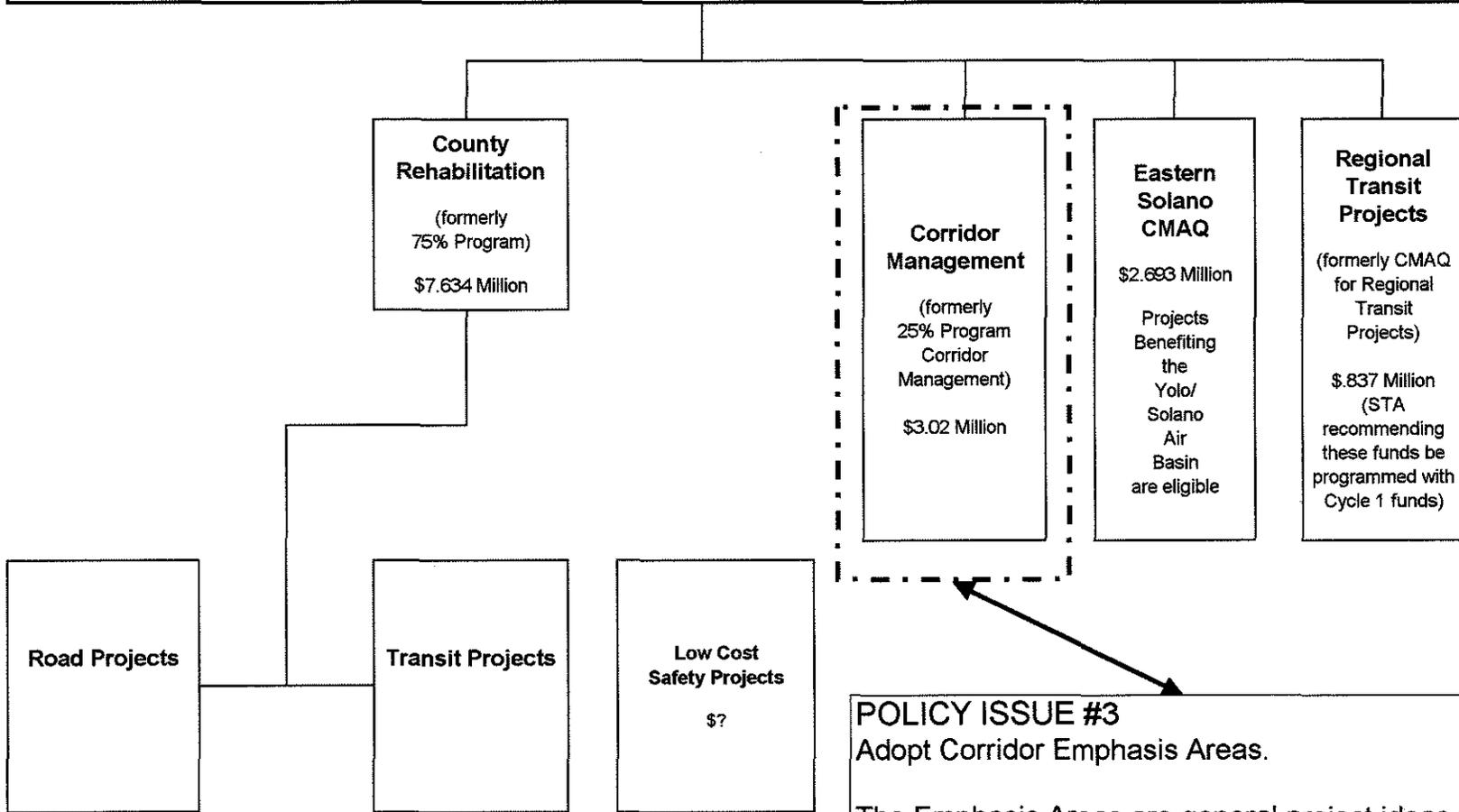
Transportation Efficiency Act for the 21st Century (TEA -21)
(Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Program (CMAQ))



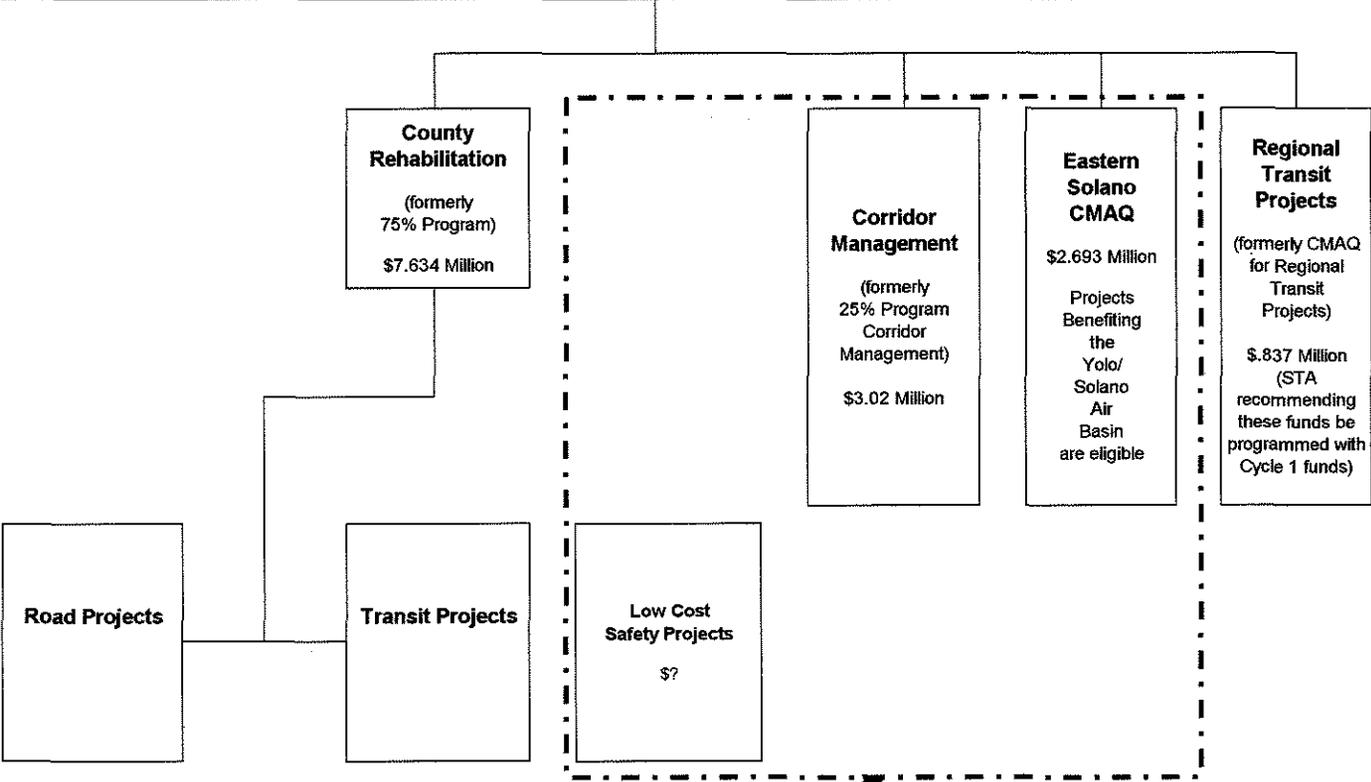
2nd CYCLE

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 #4a and #4b

No recommendation at this time, STA staff will meet with MTC staff on November 4 to discuss the fund estimate for Corridor Management and Eastern Solano CMAQ and programming issues associated with these funds. Low Cost Safety Projects can be addressed once the other issues are resolved.

I-80 Corridor

Management Objectives	Emphasis Areas
Encourage long haul transit/HOV for long distance commuting	<ul style="list-style-type: none"> • HOV improvements • Expand express/subscription bus service on HOV and feeder service to regional services • Expand and construct new park-n-ride lots
Rely on local transit & arterial improvements to serve growth in commuting between communities in urban core	<ul style="list-style-type: none"> • Geometric improvements and low cost safety projects • Signal interconnects and upgrades (system and intersection facilities) • Improve transit productivity, performance, and quality • Improve electric vehicle infrastructure
Maintain and improve TSM programs, including traveler assistance and information programs	<ul style="list-style-type: none"> • Expand traveler information
Improve non-motorized options	<ul style="list-style-type: none"> • Improve bike and pedestrian safety and access to transit and major activity centers • Work towards closure of Close gaps in regional trail system and bicycle facilities
Improve freight access and circulation	<ul style="list-style-type: none"> • Geometric improvements
Ensure Improvements facilitate travel between corridors	<ul style="list-style-type: none"> • Where appropriate, improvements should address inter-corridor travel issues

11/2/1999

I-680 North

Management Objectives	Emphasis Areas
Encourage HOV use (and peak spreading) for trips from the north	<ul style="list-style-type: none"> • Expand and construct new park-and-ride lots
Encourage good transit connections to BART and activity centers	<ul style="list-style-type: none"> • Expand express bus service to BART and activity centers • Expand feeder service to regional connections • Improve access to BART and rail stations • Improve transit productivity, performance, and quality
Manage freeway, arterials, and transit as one system (encourage short trips to use arterials; protect interchanges)	<ul style="list-style-type: none"> • Signal interconnects and upgrades (system and intersection facilities) • Low cost safety projects
Maintain and improve TSM programs, including traveler assistance and information programs	<ul style="list-style-type: none"> • Expand traveler information
Improve non-motorized options	<ul style="list-style-type: none"> • Improve bike and pedestrian safety and access to transit and major activity centers • Work towards closure of Close gaps in regional trail system and bicycle facilities
Ensure Improvements facilitate travel between corridors	<ul style="list-style-type: none"> • Where appropriate, improvements should address inter-corridor travel issues

11/2/1999

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"> • Low cost safety improvements on Routes 12, 116, and 121 • Intersection (geometrics and signals) and shoulder improvements
Improve operations for commercial/agricultural vehicles	<ul style="list-style-type: none"> • Geometric improvements
Access improvements for reuse of Mare Island (if timely)	<ul style="list-style-type: none"> • Geometric and signal improvements for auto access • Geometrics for transit stops and information
Improve non-motorized options	<ul style="list-style-type: none"> • Work towards closure of Close gaps in regional trail system
Ensure Improvements facilitate travel between corridors	<ul style="list-style-type: none"> • Where appropriate, improvements should address inter-corridor travel issues

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.

11/2/1999



DATE: November 3, 1999
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Solano Commuter Information Transition

Background

As part of the adoption of their 1998/99 budget, Solano County recommended exploring the feasibility of transitioning Solano Commuter Information (SCI) program from the County to the Solano Transportation Authority.

The SCI program has been in existence for twenty years with the primary mission to reduce the number of single occupancy vehicle trips. The original motivating factor was to promote energy efficiency. More recently, the focus has been to address air quality and traffic congestion concerns. The core services and programs provided by SCI are as follows:

1. Carpool/vanpool matching
2. Formation of vanpools
3. Personalized transit trip planning
4. "One stop shop" for various commuter and transportation information
5. Partnerships with transit providers and businesses
6. Staff (800) 53 KMUTE number for commuter information
7. Promotion of Rideshare Week and Spare the Air days
8. Assists in development and management of transit marketing program for SolanoLinks
9. Member of SolanoLinks Consortium
10. Marketing of various commuter operations
11. Coordinate statewide and regionally on rideshare issues and programs
12. Coordinate with local agencies, TDM providers and air quality agencies

The funding for SCI comes primarily from two sources, Regional Rideshare funds provided by the Metropolitan Transportation Commission (80%) and Transportation Fund for Clean Air (TFCA) funds provided through STA (19%). MTC has recently issued a request for proposals for the next five-year allocation of the Regional Rideshare funds. SCI has been providing rideshare services under the current five-year contract for Solano and Napa counties. The funding for the fifth year of this five-year contract expires in August 2000. The remaining seven counties in the Bay Area are served by a non-profit agency called "RIDES."

Earlier this year, the STA Board unanimously endorsed supporting the continued funding of SCI by MTC to maintain the provision of countywide rideshare and related services. The Napa County Transportation Planning Agency has also indicated their support for SCI continuing to provide this service for Napa County (see attached letter). In response to the new RFP request, RIDES approached SCI and STA about submitting a joint response with RIDES to MTC request. SCI would continue to provide the service for Solano and Napa counties and RIDES would service the other seven counties. A joint response was submitted by RIDES and SCI prior to MTC's October 27, 1999 deadline.

Discussion

During the past two months, STA staff has met with Solano County administrative, human resources and transportation staff, and SCI to discuss this proposed transition. Based on these meetings, there is consensus at the staff level that the transition of SCI from the County to STA makes sense from the perspectives of both agencies. The mission and activities of SCI are more compatible with those of the STA and the transition would enhance the ability of both the STA and SCI to accomplish their respective and collaborative objectives.

The County is scheduled to agendaize the item for consideration by the Board of Supervisors in early December, pursuant to support from the STA Board. Attached is a letter from County Chief Administrative Officer Michael Johnson requesting support from the STA Board prior to the County taking action.

The total annual budget for SCI for FY 1999/2000 is \$434,000. The budget covers the complete operations cost of the program, including staff, supplies and equipment, and office space. The funding for SCI has historically been separate from the County's general fund budget. SCI consists of five full staff positions, a program supervisor, two commute coordinators and two clerical staff.

It is envisioned that the primary role and activities of SCI would remain intact, as part of the transition, and their active participation with the SolanoLinks Consortium and transit marketing would continue. The transition of SCI would be beneficial to the STA in several ways. The mission and current activities of SCI are very compatible to STA's goals of improving coordination among Solano County's transit providers through the SolanoLinks Consortium and marketing various commute options to Solano County residents. SCI's staff experience in marketing and community outreach would be an asset in STA's development of the Comprehensive Transportation Plan. In addition, SCI staff could assist in the maintenance and updating of STA's website and the restart of the STA's newsletter.

Staff is recommending support for the transition of SCI from Solano County to STA with the following conditions:

1. SCI's current and projected budget will continue to cover the complete costs of the program and there will be no fiscal impact on STA's current budget.
2. MTC's renewal of regional rideshare funding for SCI.
3. Transition of SCI employees to STA as at-will employees.

Staff will provide a status report at a future meeting after the details of the transition are worked out.

Fiscal Impact:

None

Recommendation:

1. Support transition of Solano Commuter Information program from Solano County to the STA.
2. Request staff agendaize status report on transition at future STA Board meeting.

Attachment

COUNTY ADMINISTRATOR'S OFFICE

MICHAEL D. JOHNSON
COUNTY ADMINISTRATOR
COUNTY OF SOLANO



COUNTY ADMINISTRATOR'S OFFICE
580 W. TEXAS STREET
FAIRFIELD, CA 94533-6375
(707) 421-6100

October 26, 1999

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

Dear Daryl:

In the FY1999/2000 Proposed Budget, Solano County restated support of a recommendation to transfer the Solano Commuter Information (SCI) functions to the Solano Transportation Authority (STA) because the SCI functions are more compatible with the functions and direction of the STA than the County Transportation Department.

At this time, the County is interested in formally pursuing the transition process. We would like to work with the STA and the involved County departments to develop a transition plan. The transition plan will be contingent on the Metropolitan Transportation Commission's continued funding of the program.

Your support and coordination in this effort is appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Johnson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael D. Johnson
County Administrator

Cc: Solano County Board of Supervisors
John Gray, Director of Transportation



DATE: November 3, 1999
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Solano Bikeway – Urgent Need for Additional Funds

Background

The Solano Bikeway is critically in need of additional funds in the next few months, or it could lose \$392,000 Regional Transportation Fund for Clean Air grant the STA received two years ago. The Bicycle Advisory Committee considers this one of the most important regional bike route projects currently underway in Solano County. STA staff considers this the first major test of our project monitoring program.

Discussion

A revised cost estimate has been prepared to incorporate various ADA requirements into the project. It is now expected to cost about \$700,000 more than the original estimate. There is currently \$859,000 available for construction and the new cost estimate is \$1.563 million. This substantial increase of \$704,000 is directly related to extensive new requirements including numerous landings, wider trail segments, increased overhaul of dirt and lesser grades for ADA accessibility. STA, City of Vallejo and Caltrans are working with the California Department of Architecture to lessen the ADA requirements since this is planned to be a bike route and is not a traditional sidewalk or access to a building where substantial curb cuts, ramps and landings are required. Once the ADA requirements are finalized, the City of Vallejo and STA will work with the engineering consultants to finalize the plans, cost estimates and bid documents.

At the last STA Board meeting, staff was authorized to seek new funding to address the increased costs. The STA hopes to secure additional funding during the next 3-4 months so as not to jeopardize the regional air quality grant that was awarded by the BAAQMD about two years ago. Staff has identified that the following funding opportunities are available in the near future.

Environmental Enhancements and Mitigation (EEM) - The deadline for this very competitive state funding source is November 15. The STA previously applied for this funding for Solano Bikeway and missed by only six projects. The program emphasizes landscaping, open space, recreation and projects that preserve environmentally sensitive areas. The STA is preparing an application to apply for \$250,000 from this program and a Resolution of Support was included on the Consent Calendar. Because the unique recreational nature of this route, the outstanding scenic vistas, and preservation of open space that this route will provide. If all or part of these funds are obtained, the STA would not need to use all of the Corridor Management and/or TEA funds that are being proposed for the shortfall.

Bicycle Transportation Account – This is the former Caltrans Bicycle Lane Account that funded half of the Old Davis Road project (STA received \$144,000 from this program in 1998). A maximum of about \$350,000 is allowed. This program tends to favor Class 2 bike routes and routes that promote bicycle commuting. Since the project is located along I-80 and will provide substantial commuting opportunities for the new Hiddenbrooke residents in Vallejo, staff feels that there is a good chance of receiving funds from this program again. If these funds are obtained, staff would not need to use some of the Corridor Management and TEA funds that are being proposed for the shortfall.

Corridor Management Funds – The STA expects about \$3.0 million of these TEA-21 funds expected to be programmed by the STA and MTC for Solano County during the next three months. Since this project is a significant corridor project for non-motorized vehicles, STA staff believes that Solano Bikeway would be an excellent candidate for this funding. However, because of the urgency of the funding situation, staff may ask the STA Board to make an early commitment of approximately \$200,000 of Corridor Management Program funds for the Solano Bikeway project at the December meeting.

Solano Enhancements Program–This is the most likely funding source to fund the shortfall. There is \$1,000,000 available for the next two cycles of this TEA-21 program (\$250,000 a year for four years). The STA has usually programmed these funds after the MTC Regional Transportation for Livable Communities Program, which has a deadline of December 16. At the December meeting, staff may request the STA accelerate about \$500,000 of TEA funds for Solano Bikeway.

TDA Article 3 - Over \$300,000 of TDA Article 3 funds have already been approved for this project. Those funds have been used to prepare the various environmental studies and to prepare the plans and specifications. Although most of these funds are generally committed in the five-year Bicycle Plan, if there was some additional surplus TDA Article 3 funds available for next year, the BAC could recommend additional TDA Article 3 funds for this project but there may be little surplus funding next year.

Caltrans –Staff is proposing to have the Chair send a letter requesting support from the Director of Caltrans, District 4 for any funding applications we will be making for Solano Bikeway.

Fiscal Impact:

Without obtaining additional funding for Solano Bikeway, the STA could lose \$392,000 of Regional TFCA funds from the Bay Area Air Quality Management District. Also, without funding the shortfall, approximately \$137,000 of TDA Article 3 funds spent by the City of Vallejo on plans and specifications would be lost.

Recommendation:

- 1.) Approve letter to Caltrans requesting letters of support for additional discretionary funds for Solano Bikeway. 2.) At the December meeting, agendaize a funding strategy that would commit TEA-21 funding (Corridor Management and Solano TEA funds) to fund the final shortfall identified for implementation of the Solano Bikeway Project.



DATE: November 3, 1999
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: 2000 STIP Funding

Background

The recent enactment into state law of AB 1012 will affect the funding term of the 2000 State Transportation Improvement Program (STIP) by expanding the current four-year cycle to six years. Prior to the passage of AB 1012, Solano County had programmed all of its funding available in the 2000 STIP.

Discussion

The Metropolitan Transportation Commission (MTC) has informed the STA that this will result in a revision to the fund estimate for the 2000 STIP and will likely result in some additional funding being available for Solano County to program. Caltrans staff has developed a draft fund estimate that identifies approximately \$3 million additional funds for Solano County. It is important to stress that this number is only draft and may be revised. The California Transportation Commission (CTC) has not yet approved the fund estimate.

Staff will provide an update at the meeting, although a revised draft estimate may not be available until next month. When this funding estimate is finalized, staff will agendize the potential programming of this funding for future Board consideration.

Fiscal Impact:

None

Recommendation:

Information

Attachment



DATE: November 3, 1999
TO: STA Board
FROM: Daryl K. Halls, Executive Director
RE: Development of 2000 Legislative Priorities

End of the Year Report for 1999

Attached is the STA's final legislative matrix for 1999. AB 872 and AB 1012, supported by the STA, were signed by the Governor. SB 428 (Perata), creating the Bay Area Water Transit Authority and opposed by the STA, was also signed by the Governor.

New Legislation

None

Development of Legislative Priorities for 2000

In preparation for next year's legislative session, STA staff has requested the assistance of the STA TAC and Consortium in identifying legislative priorities for 2000. These priorities will be developed into a draft legislative platform for consideration by the STA Board in December. It will be staff's recommendation in December that the legislative platform guide the STA's legislative advocacy efforts during the forthcoming legislative year.

Recommendation:

Information

Attachment

**SOLANO TRANSPORTATION AUTHORITY - FINAL REPORT
1999 State and Federal Legislative Matrix**

BILL/AUTHOR	SUBJECT	STATUS	POSITION
State Legislation			
AB 872 (Alquist)	Expedites process for obligation and expenditure of regional and local project funds (i.e. STIP)	-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	-Signed into law on October 10	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 vetoed by the governor on October 10	Support
AB 1012 (Torlakson)	Streamlines the process for project delivery within Caltrans	-Signed into law on October 7	Support
Federal Legislation			
U.S.S 1143 (Shelby R - Alabama)	FY 2000 Transportation Appropriation Bill - Shelby amendment places a 12.5% cap on transit funding to states for transit purposes.	-The transit cap amendment has been withdrawn by Shelby	Oppose



DATE: November 3, 1999
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Funding Opportunities

The following funding opportunities will be available to STA members during the next few months. Also attached is a fact sheets for each program.

Fund Source	Application Available From	Applications Due
Environmental Enhancement and Mitigation (EEM) Program	Bill Borden Air Resources Board (916) 653-5656	November 15, 1999
Transportation for Livable Communities (TLC) Program (Capital)	Karen Frick, MTC (510) 464-7704	December 16, 1999
Bicycle Transportation Account (BTA)	Rick Blunden, Chief Caltrans Bicycle Facilities Unit (916) 653-0036	December 31, 1999
Bay Trail Program	Janet McBride ABAG (510) 464-7935	End of January 2000



FUNDING OPPORTUNITY:

Environmental Enhancements and Mitigation Program

Applications Due: November 15, 1999

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



FUNDING OPPORTUNITY:

Transportation for Livable Communities (TLC) (Capital)

Applications Due: December 16, 1999

TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

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 \$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

October 20, 1999



FUNDING OPPORTUNITY:

Bicycle Transportation Account (BTA)

Applications Due: December 31, 1999

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



FUNDING OPPORTUNITY:

Bay Trail Program

Applications Due: End of January 2000

TO: STA Members

FROM: Dan Christians, Deputy Director for Planning

This summary of the 1999-2000 Bay Trail Program is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties, and park districts.

Program Description: Grants to construct segments of the Bay Trail.

Funding Available: \$2.5 million available for the Bay Area.

Eligible Projects: Projects that provide for the development of paved or non-paved gap closures of the spine or spur portions of the Bay Trail. .

Further Details: Grants will generally be granted in the range of \$50,000 to \$300,000. Local match of at least 50% is requested. Projects must be ready for implementation within 18 months of award. Projects having the greatest length, strong local support and partnerships with the California Conservation Corp would be given the highest priority. Applications will be available in early November and can be obtained by calling the Bay Trail Coordinator at ABAG. One workshop will be scheduled in Oakland and another one on the Peninsula.

Program Contact Person: Janet McBride, ABAG Bay Trail Coordinator, (510) 464-7935

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

October 20, 1999