



333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

Members:

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

MEETING NOTICE

**January 10, 2001
STA Board Meeting**

**STA Board Meeting
Suisun City Hall Council Chambers
701 Civic Center Drive
Suisun City, CA**

6:00 p.m.

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

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

STA Board Members:

- Dan Donahue, Chair
City of Vallejo
- Marci Coglianese, Vice Chair
City of Rio Vista
- Pierre Bidou
City of Benicia
- Mary Ann Courville
City of Dixon
- Steve Lessler
City of Fairfield
- Jim Spering
City of Suisun City
- John Silva
County of Solano
- Rischa Slade
City of Vacaville

STA Alternates:

- Pete Rey
- Matt Bidou
- Steve Gizzi
- Gil Vega
- George Pettygrove
- Michael Segala
- Barbara Kondylis
- David Fleming

ITEM

- I. CALL TO ORDER – CONFIRM QUORUM**
- II. APPROVAL OF AGENDA (6:00 – 6:05 p.m.)**

BOARD/STAFF PERSON

Chair Donahue

- III. OPPORTUNITY FOR PUBLIC COMMENT (6:05- 6:10 p.m.)**
- IV. EXECUTIVE DIRECTOR'S REPORT (6:10-6:15 p.m.) – Pg 1** Daryl K. Halls
- V. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC** Dianne Steinhauser
- A. Introduction of Helena "Lenka" Culik-Caro – New Caltrans Design Chief for North Bay (6:15- 6:20 p.m.)**
- VI. PRESENTATION ON STA HIGHLIGHTS FOR 2000 (6:20- 6:30 p.m.)** Chair Donahue
- VII. INTRODUCTION AND SWEARING-IN OF NEW STA BOARD ALTERNATES (6:30- 6:35 p.m.)** Stacy Medley
- VIII. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion (Note: Items under consent calendar may be removed for separate discussion)
 (6:35-6:40 p.m.) – Pg 25
- A. Approve STA Board Minutes of December 13, 2000 – Pg 27** Stacy Medley
- B. Approve Draft STA TAC Minutes for December 20, 2000 – Pg 35** Kim Cassidy
- C. FY 2000-01 1st Quarter Abandoned Vehicle Program Report– Pg 39** Janice Sells
Informational
- D. Distribution of Local RABA Fund for Local Road Repair Projects** John Harris
Recommendation: Approve the attached RABA local road rehabilitation project list for submission to MTC.
 – Pg 41
- E. STA's 2001 Priority Projects** Daryl Halls
Recommendation: Approve the STA's 2001 Priority Projects – Pg 43
- F. 1999-00 Abandoned Vehicles Abatement Program Annual Report** Janice Sells
Recommendation: Approve the 1999-2000 Abandoned

*Vehicle Abatement Program Annual Report as submitted –
Pg 45*

- G. Board Appointments to Subcommittees for Comprehensive Transportation Plan** Dan Christians
Recommendation: Approve proposed Appointments to the Subcommittees for Comprehensive Transportation Plan – Pg 47
- H. I-80/680/780 Corridor Study Agreement with Caltrans** Daryl Halls
Recommendation: Authorize the Executive Director to enter into a funding agreement with Caltrans for \$1 million of TCRP funds for the I-80/680/780 Corridor Study– Pg 51
- I. STIP/TAP Agreement** John Harris
Recommendation: Authorize the Executive Director to work with the NCTPA to procure a joint highway project assistance contract utilizing STIP-TAP funding – Pg 53

IX. ACTION ITEMS - FINANCIAL

- A. I-80/680/780 Corridor Study Consultant and Project Manager** Dan Christians
John Harris
*Recommendation: Select consultants and authorize the Executive Director to: 1.) Enter into an agreement with a transportation consultant not to exceed \$900,000 to prepare the I-80/680/780 Corridor Study; and 2.) Enter into an agreement with a project manager consultant to coordinate and facilitate the related I-80/680/780 Corridor Project
(6:40 – 6:45 p.m.) – Pg 55*

X. ACTION ITEMS – NON FINANCIAL

- A. 2000 Solano Countywide Traffic Model Update** Dan Christians
Recommendation: Approve the following data to be used to prepare the 2000 Solano Countywide Traffic Model: 1.) Existing and general plan land use data for 2000-2025 provided by each of the member jurisdictions; 2.) Road system network for 2000-2025; 3.) Traffic Analysis Zone boundaries; and 4.) Year 2000 peak hour traffic volumes (6:45-6:55 p.m.) Pg 57

- | | |
|--|---------------------------|
| <p>B. Draft 2001 STA Legislative Platform and Priorities
 <i>Recommendation: Approve 2001 Legislative Priorities and Platform (6:55- 7:00 p.m.) – Pg 61</i></p> | <p>Daryl Halls</p> |
| <p>C. YSAQMD Clean Air Fund Program Screening Committee
 <i>Recommendation: Appoint two STA Board Members to the screening committee for the YSAQMD Clean Air Fund Program (7:00- 7:05 p.m.) – Pg 69</i></p> | <p>Dan Christians</p> |
| <p>XI. ELECTION OF STA CHAIR AND VICE CHAIR
 (7:05- 7:10 p.m.)</p> | <p>Chair Donahue</p> |
| <p>XII. INFORMATION ITEMS (Discussion Necessary)</p> | |
| <p>A. Solano Comprehensive Transportation Plan
 <i>Informational – (7:10- 7:15 p.m.) - Pg 71</i></p> | <p>Dan Christians</p> |
| <p>B. I-80/680 Interchange Status Report
 <i>Informational – (7:15- 7:20 p.m.) - Pg 73</i></p> | <p>John Harris</p> |
| <p>C. FasTRAK – Transit Operators
 <i>Informational – (7:20- 7:25 p.m.) – Pg 75</i></p> | <p>Elizabeth Richards</p> |
| <p>XIII. FUNDING OPPORTUNITIES - (For Information Only) – Pg 77</p> | |
| <p>A. BAAQMD Transportation Fund for Clean Air February 15, 2001</p> | <p>Robert Guerrero</p> |
| <p>B. YSAQMD Clean Air Fund Program - Provide Preliminary to STA by February 9 and Final to YSAQMD by February 23, 2001</p> | <p>Robert Guerrero</p> |
| <p>C. Section 5310 Bus Purchase Program February 27, 2001</p> | <p>Robert Guerrero</p> |
| <p>D. Transportation for Livable Communities (TLC) Capital Grants – March 2001</p> | <p>Jennifer Tongson</p> |
| <p>E. Safe Route to Schools, Second Cycle – March 1, 2001</p> | <p>Robert Guerrero</p> |
| <p>F. Electric Peak Load Efficiency Grant Program for Replacement of Incandescent Traffic Signals with LED Traffic Signals – March 1, 2001</p> | <p>Robert Guerrero</p> |
| <p>G. Bay Trail Program – April 6, 2001</p> | <p>Robert Guerrero</p> |

XIV. BOARD MEMBERS COMMENTS

XV. ADJOURNMENT (Next meeting: February 14, 2001, Suisun City Hall)



DATE: January 4, 2001
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – January 2001

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

* **New STA Board Alternates Announced**

The cities of Dixon and Rio Vista have selected their new STA Board alternates. Gil Vega will serve as Mary Ann Courville's alternate for the City of Dixon. Matt Bidou has been appointed to serve as Marci Coglianesse's alternate for the City of Rio Vista.

* **New Caltrans North Bay Design Chief Announced**

I have invited Helena "Lenka" Culik-Caro, the new District Division Chief for the North Bay, to attend our Board meeting. She has been assigned to the North Bay during a very critical time for Solano County and its transportation system. Due to her recent illness, we have had to postpone our initial meeting with her until this month. Dianne Steinhauser's design team will remain responsible for the Highway 37 project and the I-80/680 auxiliary lane project. I have requested Caltrans District IV keep Dianne Steinhauser engaged with the I-80/680 Interchange Project for the time being.

* **Appointment of STA Chair and Vice-Chair for 2001**

Last year, the STA Board adopted a policy to rotate the election of the STA Chair among the eight member agencies on a sequential basis. Based on this policy, Marci Coglianesse, Rio Vista's representative, is scheduled to be the new STA chair for 2001. John Silva, the representative for the Solano County Board of Supervisors, is scheduled to be the new Vice-Chair.

* **Countywide Traffic Model**

The 2000 Solano Countywide Traffic Model has been re-agendized for your review and approval. Last month, Ron Milam, Fehr and Peers Associates, provided a presentation on the traffic model and related data. STA staff has discussed the draft Countywide Traffic Model with

each member of the STA Board and the STA TAC. When approved by the STA Board, the model will also be used by the STA to help Caltrans develop traffic and modeling data for priority projects (such as I-80/680, Highway 12 near Jameson Canyon, and the Jepson Parkway) and corridor studies (such as the Highway 12 MIS and the I-80/680/780 corridor study). After review by the Arterials, Highway and Freeways Subcommittee, the Countywide Traffic Model projections for five year increments from 2000 to 2025 will be provided to the STA Board. The target date for Board review is March 2001.

* **Inter-city Transit Funding**

John Harris is working to schedule the last meetings for both the North and South County Transit Working Groups to review and finalize their recommendations on the seven near term transit priorities adopted by the STA Board in December 2000. These recommendations will be provided to the STA Board for review and then forwarded to the Transit Subcommittee to be incorporated into the Transit Element for the Comprehensive Transportation Plan. The next focus for the STA will be working with members of the SolanoLinks Consortium to develop Express Bus proposals for submittal to MTC by April 2001.

State and Federal Advocacy Efforts Underway

The first monthly update from Shaw/Yoder, Inc, the STA's state legislative representatives has been attached for your information. Discussions are already underway regarding the potential for a portion of the estimated \$10 billion projected state budget surplus (according to the State's Legislative Analyst's Office) being dedicated to transportation. The Governor's preliminary state budget is due out later this month. The new Assembly Transportation Chair John Dutra (D-Fremont) has indicated his support for development of another transportation package. Staff is working to plan a trip by members of the STA Board to advocate for Solano's priority projects. This trip will likely be scheduled after release of the Governor's preliminary state budget in January.

At the Federal level, STA staff is working with the Cities of Fairfield, Vacaville and Vallejo to finalize a shared lobbyist contract to advocate for federal funding for the I-80/680 Interchange, the Vallejo Baylink Ferry and the Jepson Parkway Project. In addition to the STA, Fairfield has already approved their participation in the partnership. Vallejo is scheduled to take action on January 9, 2001. Vacaville's action is pending. The four participants have agreed to retain the services of the Ferguson Group. The Ferguson Group was successfully retained by the STA in 1998 to obtain federal demonstration funds for the Jepson Parkway. They are currently retained by the City of Fairfield and assisted the City of Vallejo in obtaining base reuse funds in support of Mare Island. The STA will be planning a trip to Washington D.C. in mid March to meet with key federal elected officials and staff.

Attached for your information are a status of priority projects, a new STA meetings calendar, STA's list of transportation acronyms, key correspondence and newspaper articles on transportation.



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

January 3, 2001

To: Board Members, Solano Transportation Authority (STA)
Daryl Halls, Executive Director

Fm: Shaw / Yoder, Inc.

Re: Status Report

Overview

Happy New Year! The Legislature is officially back for business. The Governor is expected to release his proposed 2001-02 state budget early next week. We will provide the relevant portions of the Governor's proposed budget, as well as any analyses of the Governor's proposals, to STA staff as soon as they are released.

Transportation Committee Happenings

As you will recall, Assemblyman John Dutra, from the Fremont area, has been named to chair the Assembly Transportation Committee. The Senate, however, is still without a Chairman. In addition to Senators Kevin Murray from Los Angeles and Senator Tom Torlakson from Antioch, we have learned that Senator Joe Dunn from Santa Ana is also in contention for the chairmanship. As soon as the full compliment of committee members in each house has officially been announced, we will apprise STA staff. Similarly, we will alert STA staff as soon as the new Chairman of the Senate Transportation Committee has been named.

Getting Started

We are in the process of setting up meetings for STA staff for late this month or early February with key staff members in the Legislature and the Administration. These meetings will serve to educate / re-educate the key staffers on the merits of the top priority projects of the STA in the event that more money is provided in 2001 by the State for specific transportation projects.

We are also in the process of setting up another trip to Sacramento for STA Board Members and selected members of the local business community to lobby for the STA's top priorities. Those of you that participated in the trip last year will remember that it was worth doing. The schedule for the trip this year will, at a minimum, include meetings with the state legislators that represent the service area of the STA, Senators Johannessen and Chesbro and Assembly Members Thomson and Wiggins, as well as meetings with other key officials. STA staff will apprise you as the details of this year's trip are further developed.

TEL: 916.446.4656

FAX: 916.446.4318

1414 K STREET, SUITE 320

SACRAMENTO, CA 95814

Solano Transportation Authority
Acronyms List
Updated 1/4/01

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

TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
TCI	Transit Capital Improvement
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activity
TEA-21	Transportation Efficiency Act for the 21 st Century
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TOS	Traffic Operation System
YSAQMD	Yolo/Solano Air Quality Management District
ZEV	Zero Emission Vehicle

det. Chon 11-28-00

It's Bay Bridge's Turn for FasTrak

Windshield devices not expected to alleviate commute traffic jams

By Michael Cabanatuan
CHRONICLE STAFF WRITER

FasTrak arrives at the Bay Bridge early tomorrow, freeing motorists with a credit card-size device stuck to their windshield from the daily chore of handing over \$2 at the toll plaza.

But commuters who expect the electronic toll-collection system to be a ticket to an unfettered trip through the toll plaza and across the Bay Area's busiest bridge are bound to be disappointed.

Caltrans will turn on the long-delayed FasTrak system about 5 a.m., opening Lane 11, just to the right of the toll plaza's center, only for vehicles with the electronic toll tags. Lane 12, just to the right, will be a mixed-use lane, accepting drivers with transponders, cash or toll tickets.

FasTrak users will be able to roll through the tollbooth at speeds up to 25 mph — the California Highway Patrol-enforced limit — but the smooth journey is likely to end there.

Unlike on the Golden Gate Bridge, where the advent of electronic toll collection eliminated the morning backup, cars pull up to the Bay Bridge toll plaza before

► JAMS: Page A4 Col. 1

Electronic Toll-Paying Devices for Bay Bridge

► JAMS

From Page 1

they reach the bridge. Beyond the tollbooths, 20 lanes are forced to funnel into five.

To ease that merge, the state Department of Transportation turns on metering lights during the morning commute and other times when traffic is heavy. Unlike carpoolers, drivers using FasTrak will not get a free ride through the metering lights.

And lines for the lights typically back up to the tollbooths, said Jean Worley, the Bay Bridge's toll lieutenant.

"It may not help at all," she said of FasTrak.

CHP spokesman Pete Barra agreed, pointing out that when the Bay Bridge offered three toll-free days a few years ago, traffic still backed up.

"The bridge can only hold so many cars," he said. "I don't anticipate that during commute time FasTrak is going to provide any significant relief."

If FasTrak's debuts at the Benicia-Martinez, Richmond-San Rafael and Golden Gate bridges were any indication, tomorrow's Bay Bridge commute could be a mess. On those bridges, confused drivers had to switch lanes at the last minute, and some without transponders got stuck in the FasTrak lane and tried to pay their toll anyway.

Bridge officials say anyone accidentally caught in the FasTrak lane without a transponder can stay put, and either pay the \$7 ticket (\$5 plus the toll) they will receive in the mail or ask for a one-time waiver.

"Initially, there's going to be some confusion," said Colin Jones, Caltrans spokesman. "Any time you make a change at the toll plaza, people get confused. But that will fade away in about a week."

So why bother with FasTrak?

"At this point," Jones said, "it's mostly the convenience of it. If you're a regular commuter, you'd be insane not to sign up."

So far, according to Caltrans, more than 35,000 FasTrak transponders have been issued, and that total is growing by about 500 a day. The FasTrak service center has been swamped with phone calls the past couple of weeks.

To get a transponder, drivers need to open a prepaid account with a credit card, checking account or cash deposit. It takes about two to three weeks for a transponder to be issued.

Although the metering lights and the huge volume of traffic on the Bay Bridge may dilute FasTrak's benefits during the morning commute, transponder-equipped drivers who use the bridge at other times will probably be able to sail across, Caltrans and CHP said.

FasTrak has been a huge success on the Golden Gate Bridge, which has issued 60,000 transponders and added a second dedicated lane soon after it opened the system in July. But it has been less popular on the Benicia-Martinez and Richmond-San Rafael bridges, which welcomed the system in the past five weeks.

About 35 percent of the drivers crossing the Golden Gate on an average weekday use FasTrak. During the morning commute, roughly half of all drivers pay their tolls elec-

tronically. By contrast, 15 percent of Benicia-Martinez Bridge commuters are using FasTrak. At the Richmond-San Rafael, just 7 percent of commuters are using FasTrak and the loss of a lane is slowing the morning commute.

FasTrak's arrival on the Bay Bridge comes 10 years after the Legislature ordered Caltrans to develop an electronic toll-collection system and more than three years after testing of a prototype system began on the Carquinez Bridge.

The high-tech toll-taking system was supposed to have come to the six other state-owned toll bridges in the Bay Area in 1998, but bureaucratic inaction, technical troubles and financial mismanagement stalled FasTrak.

Caltrans' embarrassment was compounded when the Golden Gate Bridge, which is run by an autonomous transit district, got a FasTrak system into service after a year of testing. Caltrans chief Jeff Morales then ordered the department to install FasTrak on all Bay Area bridges by the end of the year.

E-mail Michael Cabanatuan at mcabanatuan@sfnchronicle.com.

On the FasTrak

Facts and figures about FasTrak, which goes into operation tomorrow on the Bay Bridge.

HOW IT WORKS

■ FasTrak works by electronically reading a small plastic transponder attached to a vehicle's windshield and deducting the toll from a prepaid account.

■ Caltrans owns the transponders and lends them to motorists. Those signing up using credit cards pay no fee, but those establishing check or cash accounts pay \$30, refundable when the device is returned.

■ FasTrak users automatically receive a 15-cent discount, the same offered through the use of Caltrans commute books.

WHERE TO GET ONE

■ FasTrak applications are available on the Internet at www.dot.ca.gov/fastrak, by calling (888) 725-8725 or by visiting the FasTrak service center at Park 'N Shop shopping center, 1849 Willow Pass Rd., Concord.

WHERE IT WORKS

■ On the Bay Bridge, Lane 11, just right of the toll plaza's center, will be the dedicated FasTrak lane. Lane 12, just to the right of Lane 11, will accept commuters with FasTrak or cash or commute tickets.

■ Caltrans will add a FasTrak lane in the "mini-plaza," the three-booth plaza on the northern end, in about a month. More lanes will be added as use of those FasTrak lanes, and sales of transponders, increases.

■ FasTrak transponders work on all state-owned toll bridges, the Golden Gate Bridge and toll roads and lanes in Southern California. Officials recommend that drivers who use the Golden Gate more frequently than the state bridges get their transponders from the Golden Gate Bridge by calling (877) 442-8655.

■ FasTrak is already in service on the state-owned Carquinez, Benicia-Martinez and Richmond-San Rafael bridges as well as the Golden Gate Bridge.

■ All Bay Area toll bridges are expected to have at least one FasTrak lane by the end of the year. The system will be installed Dec. 20 on the Dumbarton Bridge and on the San Mateo-Hayward and Antioch bridges Dec. 31.

WATCH YOUR SPEED

■ California Highway Patrol-enforced speed through the toll plaza for FasTrak users is 25 mph.

Air board proposal would cut into California's electric-car mandate

By LEON DROUIN KEITH

Associated Press

(12.9.00)

VJD
FH

LOS ANGELES — California regulators are concluding the drive to cleaner air shouldn't necessarily be in an electric car.

In a move that alarmed environmentalists but failed to placate automakers, staff for the state's air-quality board Friday proposed to sharply scale back a rule that would put thousands of battery-powered vehicles on California roads by 2003.

Automakers would instead be allowed to sell more vehicles that use other emission-cutting technologies. Examples include the Toyota Prius or Honda Insight — which use both gas and electric motors — or cars that run on natural gas.

The proposal is intended to take some of the expense out of a decade-old set of rules widely credited with sparking a host of innovations that cut motor vehicle pollution. The state Air Resources Board, which directed its staff to draft the revisions in September, will vote on the proposal next month.

Clean-air advocates complained the change would halt the progress made so far toward making electric cars cheap and available enough to be a feasible option for California drivers. Production must increase if the technology, particularly bat-

What we're setting up here is a slow death rather than a quick death.'

— Tim Carmichael, executive director of Coalition for Clean Air

teries, is ever going to get cheaper, they argue.

"What we're setting up here is a slow death rather than a quick death," said Tim Carmichael, executive director of the Los Angeles-based Coalition for Clean Air.

California's zero-emission rules have been a model for much of the country. New York, for instance, has adopted the state's requirements, and other states are considering following suit.

The rules, which the board revisits every two years, presently require zero-emission vehicles to make up 4 percent of annual sales by 2003. An additional 6 percent would have to be cars that fall just short of the zero-emission standard.

The proposed changes would split the 4 percent requirement between zero-emission vehicles and cars that use "advanced technologies" such as natural gas, hybrid electric or fuel cell engines.

That would cut the number of battery-powered cars required by 2003 from an estimated 22,000 to 4,650.

Regulators and environmentalists have considered electric vehicles to be the gold standard of air pollution cleanup, but leading automakers had complained that the state board's rules would make them force an expensive technology with low environmental benefits on consumers who don't want it.

Those complaints did not cease with Friday's proposal, even though board staff estimates the changes would save automakers hundreds of millions of dollars a year.

"We are aggressively opposed to mandates in all forms," said General Motors spokesman Donn Walker. "If there was a market for electric vehicles in California, (the board) wouldn't need a mandate."

Automakers on Thursday proposed that the board drop its mandate for cleaner vehicles and set up a "fair market test" to see if Californians will actually buy alternative vehicles. They say spending millions of dollars on marketing has shown interest in alternative vehicles to be virtually non-existent, a contention electric-car advocates dispute.

0000

Daily
Rep.
(12.10.00)



Robert Lando

Bicycle classic returns to town in late March

I'll bet that between trips to the mall, Christmas pageants for children or grandchildren, gift wrapping and year-end emergencies at the office, you give a lot of thought to how best to fill all that free time you'll have after the holidays.

No doubt you ponder, putting to good use all that quiet time on I-80 that Caltrans so thoughtfully provides you on Friday evenings, how best to find an activity that will allow you to simultaneously serve your community, meet interesting people and make new friends, raise property values, get free seats to exciting professional sporting events, help relieve traffic congestion and air pollution and promote wholesome exercise and physical fitness for young people.

Well, look no further. You can accomplish all of these things and more by volunteering to help stage the second annual Solano Bicycle Classic, which will take place on March 29 through April 1, 2001. The event is sanctioned by the United States Cycling Federation and will feature world-class professional cyclists competing in races for men and women on each of the Classic's four days.

On March 29, at Travis Air Force Base, the racers will compete in time trials against the clock and our famous winds over a demanding 12.2-mile

Road races, 92 miles for men and 75 miles for women, will be featured on March 30 on a grueling course that runs through Pleasants Valley, along Lake Berryessa and Wooden Valley with a sprint to the finish line at the Jelly Belly Candy Factory.

March 31 will be the best day for spectators, with racers negotiating numerous right angle turns in criteriums on a 1.05 mile course in downtown Fairfield. In these events, lasting 90 minutes for the men and 60 minutes for women, team tactics and strategy are para-

mount. That day will also feature races for the public, with events for age groups ranging from toddlers to seniors.

April 1 will mark the running of the Rancho Solano Road Race, 92 miles for men, 69 miles for women, on a six-mile loop from downtown Fairfield through Rancho Solano and Rolling Hills, with a 300-foot climb on each circuit. On the same day there will be USCF sanctioned criteriums for amateurs at the downtown venue.

The first Solano Bicycle Classic was a great success because of the work of the hundreds of volunteers, who planned, organized and staged the event. Hundreds of volunteers are needed for this year's Classic, to help with tasks as diverse as traffic control, registration, laying out courses, helping with the press and VIPs, and clean-up.

Volunteers are also needed to provide housing for the racers, who compete primarily for the love of the sport. Families who hosted cyclists in this year's event were universally enthusiastic about the experience.

For those who really want to get involved, the event's Organizing Committee could still use some members.

By volunteering for this year's Classic you'll give yourself the opportunity to learn more about a fascinating sport, help improve the image of your community and work with friends and neighbors for the common good. It should be noted that volunteers get cool T-shirts.

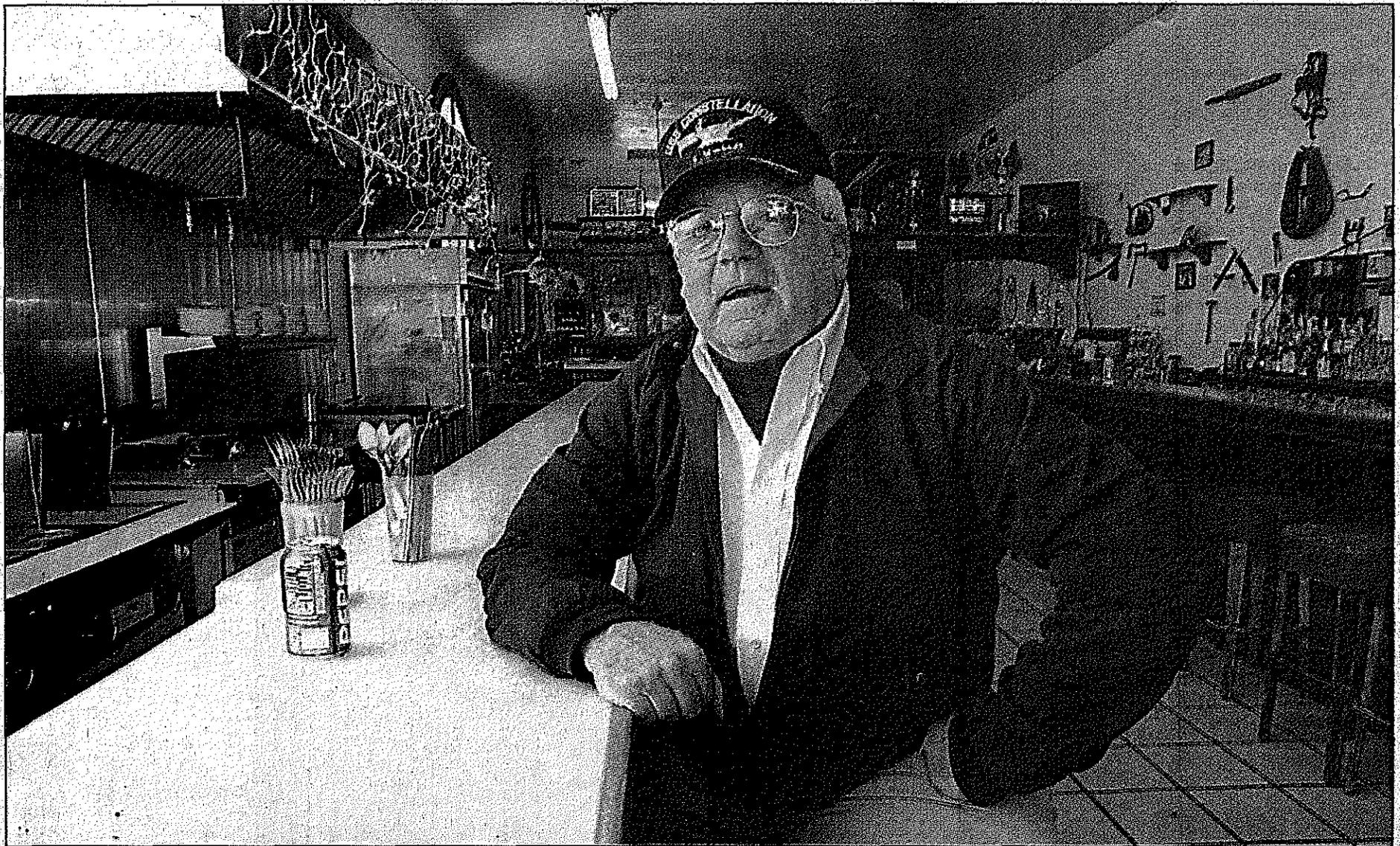
Those interested in volunteering to help with the event should call (707) 425-1250. If you are interested in letting one or more of the racers stay at your home for four or five days during the event, you should call Marilyn Farley, the Classic's housing coordinator, at (707) 434-0316.

Robert Lando is an attorney with Gau, Van Male, Smith, Myers and Miroglio law firm in Fairfield and specializes in real estate law.

Rep. (12.10.00)

"It's just another change. Change is challenge."

Don Erickson



Cliff Pollard/The Reporter

Relaxing at a counter in Dawson's Restaurant in downtown Dixon, retiring Mayor Don Erickson reflects on his years of service to the city.

DON *of a* NEW DAY

*Dixon's retiring mayor
is ready for the
challenge of change*

By Barbara Smith/Staff Writer

Recently retired Dixon mayor Don Erickson has a piece of advice for his neighbors: Change is inevitable and should be embraced.

And Erickson ought to know. In 63 years, he has been a dentist, a farmer, and a politician and though he's no longer at the helm of city politics, he's already embracing future challenges.

Although Erickson and his wife, Marcia, still live in the same West B Street home they bought 34 years ago, they've watched the neighborhood change.

"It was a neighborhood of young families then," he said. "My kids were 5 and 2, and the people across the cul-de-sac had three boys, and ... they just grew up."

Now, he says, the cycle has repeated itself and young families are back in the neighborhood.

On Dec. 7, he sat on the City Council dais for the last time, finishing a 6-and-a-half year term as Dixon's mayor. He's not sure what he's going to do next, but he's not worried. He has options. He will admit there was a time when he didn't realize just how many choices he had.

Erickson, who moved to Dixon in 1964, ran a dental practice for more than 25 years until he developed arthritis in his hands, forcing him to sell his practice. He was only 53 years old, and had planned on continuing his work for another 10 to 15 years.

"Thinking back now, I suppose I was clinically depressed," he said. "I wasn't in charge of my own destiny. I sat home and I pouted for some time."

A neighbor offered him a job on a local ranch, working with row crops. He decided to take up the challenge.

Erickson said he developed a respect for the

farm laborers, some of whom had driven a tractor for 30 years. He remembers the rest of the laborers watching him struggle.

"The first time I, as a doctor, backed up to a three-point hitch, it was laughable," he recalls. "You can't do it unless you are darned lucky."

"When you learn a skill that you did very poorly a week ago, it's very empowering, invigorating. It makes you feel good about yourself, and it proved to me that change is very healthy."

"Life in a tomato field is very different than life in a dental office. Now I was out in the fresh air with dirt in my fingernails."

Erickson would harvest tomatoes for four years.

In 1994, at the urging of some of his friends and patients in the community, Erickson decided to run for mayor.

"I didn't know a lot about municipalities at that time," he said. "I had a lot of experience in the dynamics of group decision making. You go through Rotary, the swim club, the girls softball league..."

Such is life in a small town, said Erickson. "It's what everybody does." He didn't really want to give up working on the ranch, but he missed the people contact.

There was no shortage of people contact for Erickson as mayor. He embraced his position, and decided early on to approach it like a full-time job.

Attending meetings, he said, is only part of the job.

"Attending is a requirement, but what really matters is to be there and be prepared. If you are there and prepared ... it's amazing how well you're received."

"As the mayor, you have some regional responsibilities. The Solano Transportation Authority goes with being mayor."

He's proud of his involvement with the

■ See *New day*, Page 5C

New day ...

■ Continued from Page 1C
agency, which benefits the entire region.

He also worked on and became chairman of the Yolo-Solano Air Quality Management District Board.

Erickson said one of the greatest accomplishments the City Council has achieved during his tenure was the formation of the North First Street Assessment District, a project he said had been pending for years.

"After Proposition 13, Dixon was pretty much a community that wanted very little growth or no growth. It was putting up houses gradually and the income from housing doesn't generate enough income to provide the support services required.

"So we created this district to get some industry and jobs available in the area," he said.

"Another thing I think turned out very well was the greenbelt that we did in conjunction with the city of Vacaville. What made it unique is it was not a zoning kind of greenbelt, we actually purchased the land jointly between two cities and formed a joint powers authority that retained the development rights for that land. It was then reoffered for sale, for ag use, without any development rights. And it sold.

"We were able to save that

land along the freeway as a buffer — forever."

Erickson finds satisfaction in looking around Dixon and watching its people and feeling that he has made a difference in his community.

When he served on the school board for about 12 years during, starting in the late 1960s, one of the programs the board started was an outdoor education program that is still happening today. Every fifth-grader goes to camp near the ocean for an entire week.

"What's exciting about it is many of the kids who go there, it is the first time they've really seen the ocean, the first time they've seen a redwood tree. I think there are parents who were in the first class who went over there who now have kids who go there. We have second generations who are going there," he said. "It was one of the things you feel good about having been a part of."

Erickson said he has new projects he is already working on, and job opportunities he is considering.

But he'll miss his job on the City Council, he admits.

"People have been awfully kind to me in the region for six and one half years. I've enjoyed it immensely. It will take a little period of adjustment, but I'm sure I can. It's just another change. Change is challenge."

Akers

Rep:
(12.19.00)



HESS

"I HAVE A CAR... IT'S SITTING OUT ON THE FREEWAY HEADING WEST WITH ALL THE OTHER CARS."

Rep.
(12.19.00)

Future gridlock

Planning now to avert paralysis tomorrow

Twenty years ago, diners would sit in one of only a handful of freeway restaurants along the Interstate 80 corridor in northern Solano County and speculate about the future. "It will never be like L.A.," they would say.

Even today it may not look like Los Angeles of 20 or 30 years ago, but our transit situation is a lot like what the core of the Bay Area's traffic thicket was like two decades ago. Unfortunately, we are getting to be a lot more like the Bay Area and Los Angeles than we had hoped.

Not doing enough, not looking for alternative transportation systems to get people out of their cars, is a blueprint for disaster — socially and economically. Solano County has a long-range transit plan, one that is sensible. But will we follow it?

The resistance to the Jepson Parkway, to freeway upgrades, to new roadways, indicates there is more antagonism than

acceptance for proposed solutions. But we are going to have to do something, or end up like Los Angeles.

The price tag for easing Los Angeles' traffic gridlock stands at a staggering

\$110 billion, according to a regional transportation plan. In the next 25 years, Southern California must add a deck to freeways, build high-speed bus and rail lines and create a new freeway linking Los Angeles and San Diego counties.

“*The resistance indicates there is more antagonism than acceptance for proposed solutions.*”

That means winning public support for \$40 billion in new taxes. That is what growth and the need for more transit options requires, planners say.

Otherwise, without major work, average freeway speeds would deteriorate to about 16 mph. The number of hours per day that commuters spend in their cars would more than double.

That is what we have to look forward to here, unless we do a better job than our counterparts to the south.

County transit plan project ideas to City Council tonight ¹²⁻¹⁹⁻⁰⁰

Appeal of storage facility also on agenda

By Chris Dufek
STAFF WRITER

The City Council will take up a resolution supporting six transit projects for inclusion in the Solano County 20-year Comprehensive Transportation Plan at its regular meeting tonight.

The Solano County Transportation Authority (STA) conducted a public outreach in Benicia on Nov.

1. Vice Mayor Pierre Bidou presided with members of the STA and city staff. Approximately 25 members of the public attended the meeting.

A public survey concerning the city's public transportation needs was sent with a flyer announcing the outreach to Benicia residents. The survey generated approximately 109 responses with the following results: The most supported project was the improvements of existing roads and highways; the establishing of a ferry system in Benicia was the second-highest ranked priority; the third most

highly-rated project was the construction of a railroad station in Benicia.

City staff members and Bidou developed a draft schedule of the top six transportation projects they propose to include in the county's 20-year plan.

"This is not set in cement," said Vice Mayor Pierre Bidou. "As funding arrives and needs change it can get changed around a bit."

Making the 20-year plan was not unique to Benicia.

"STA has done this with every city in Solano County. This is not just Benicia," Bidou said.

The improvement of the I-80/I-680 interchange is listed as the number one priority. The project would include the widening of I-680 from the Benicia Bridge to the I-80 interchange. The total cost of the project will exceed \$400 million. This project was listed as a top priority by several Solano County Cities.

Listed as second in importance is the construction of a Benicia railroad station. The site listed is the Goodyear Road location, 3,700 feet north of Lake Herman Road.

The third priority in the draft schedule is the annual maintenance

of Benicia's streets. The city has determined that over \$14 million is needed to improve and maintain the current streets. Anticipated funding is expected to be a fraction of that amount.

Bikers and pedestrians using the overcrossing on I-780 and Rose Drive would benefit from priority number four. The overcrossing is described as "dangerously inadequate for pedestrians and bicyclists and in need of improvement," in the staff report. The estimated cost to revamp the overcrossing is \$500,000. Bidou said some of the funding needed for this project is

already available.

The installation of high occupancy vehicle (HOV) systems thought the county is listed as priority number five. No cost estimates were available but the county is in the process of preparing them.

The sixth priority listed is the implementation of a Benicia ferry system. The cost estimate given for two high-speed ferry boats and landside improvements is \$23 million dollars.

Bidou said that the projects were

See Council, page A6

Council

from page A1

looked at pragmatically when they were ranked. For example, the bicycle overcrossing on Rose Drive and I-780 was ranked as a higher priority than the ferry stop because some of the funding is already available and work could be completed relatively quickly while the ferry stop would require more time for seeking funding and construction.

City staff is also recommending that council deny an appeal of the

planning commission's negative declaration and approval of a use permit for Fleetview Storage's proposed 85,300 square foot self-storage facility in the industrial park.

The appeal was filed on five points: the site permitted by the planning commission was used as a lead smelter in the 1960's and the appellant has concerns about runoff into Sulfur Springs Creek; aesthetic concerns as the building is briefly visible from I-680; a perceived conflict with the General Plan's call for targeting businesses that pay high wages and produce jobs that relate to the skills and education of Benicia residents;

increased, non-industrial, traffic in the industrial park; and the notification of the public by the planning commission.

Staff recommends that the appeal be rejected. According to the staff report, site mitigation for the lead was completed in 1991 and there is no evidence that lead is leaching from the site. Staff did say that they would be seeking improved aesthetic design for the building. Staff found no conflict with the General Plan as there are already warehousing businesses in the industrial park and self-storage is defined as a type of warehousing enterprise. Staff also rejects the

argument that increased traffic due to the warehouse would be significant enough to inconvenience other businesses in the area.

City staff maintains that the planning commission's action was made known to the public in adequate time. The appeal states that most business and property owners affected by the self-storage warehouse were notified only two days

before the planning commission was to take the permit up. City staff said, in its report, that only four property owners and the applicant were required to be sent notification because of the large parcels of land in the area and the site's proximity to I-680.

Council members will also give their bi-monthly reports on the Tourtelot Community Advisory

Group, the Mayor's Committee Meeting, the Bay Conservation and Development Commission, the SEDCORP Board of Directors, the Solano Transportation Authority, the Audit and Finance Committee, the Arsenal Restoration Advisory Board, the Youth Action Task Force and the Valero Community Advisory Panel.

Jumping to judgment

Red-legged frog study is seriously flawed

The onerous nature of the federal Fish and Wildlife Service's proposed habitat for the red-legged frog was not diminished by the proponent-funded economic analysis released last week.

Designating more than 5 million acres in California, and huge tracts in Solano County, will greatly affect transit improvements, development projects and recreational opportunities.

A report, by economists hired by the U.S. Fish and Wildlife Service, predicted a habitat designation for the frog would result in only \$9 million to \$13 million in additional consulting costs over a decade, some of which would have to be paid by private landowners. But it said only Alameda and Contra Costa counties would feel the impact of new restrictions.

How can that be when thousands of acres of land bordered by Interstate 80 on the north and west,

Interstate 680 on the east and Interstate 780 on the south would be severely regulated? Solano County's economic future depends on improving and expanding these transportation corridors. The thickness of the red tape it would take to get projects approved would surely doom them.

Builders and developers immediately noted that the report, released last Thursday, understates the financial burden that a

“*The thickness of the red tape it would take to get projects approved would surely doom them.*”

habitat designation would create. “They assume it doesn't establish additional regulatory requirements,” said David Smith, general counsel for the Building Industry Association in Southern California. “It renders the economic analysis false.”

Areas within Solano County were never habitat to these creatures. Nonetheless, the environmentalists want to use a broad brush to stymie projects for the public good. It does not make sense.

Akers



RED-LEGGED FROG

Snarled red tape holds council's attention

By **Marlene Michelson**

River News-Herald Editor

AN EARLY DECEMBER MEETING of the Rio Vista City Council went from a sort of seasonal Ho Ho Ho to loud guffaws as stories of bureaucratic bungling unfolded.

Subsequently, on Tuesday, Dec. 12, Marci Coglianesi was sworn in as Mayor and incumbent Don De Silva and newcomer Todd Cabral were seated on the council. (City Clerk Marta Dron and City Treasurer Eddie Woodruff also returned to their spots.)

But it was at the Dec. 7 meeting that hilarity reigned.

First there was a report by Charles Bunker of Eco Logic about its effort on behalf of the city to get a permit for the expansion of the sewage plant expansion from the Regional Water Quality Control Board.

It seems the effluent may have to be tested for what was recently 128 "priority pollutants," but will now be 180. The Catch 22 in this is that there are no labs in the state of California, Bunker said, that can test for all these com-

pounds.

Then it went to downright hilarity with Finance Director Jim Holden's report on his efforts to replace the transit van used by the city's dial-a-ride program.

"A few months ago," Holden wrote in his report to the council, "it was my impression that when we completed Part 2 of the Section 511 grant submittals that the contracts for purchase of the van would be sent to the City after a brief review of the documents.

"In fact, after the documents were reviewed

by Caltrans staff at District 4 offices in Oakland, they were forwarded to Caltrans Headquarters in Sacramento where they were scrutinized a second time.

"The reviewers at Caltrans Headquarters determined that the Part 1 submittals — originally completed by my predecessor — needed to be redone so that the signatures on Parts 1 and 2 were the same.

"The new Part 1 portion of the application was completed and mailed back to Caltrans.

See **COUNCIL**/page A16

COUNCIL...

continued from page A1
District 4, and I once again assumed that the contracts would be forthcoming promptly.

"When we had not yet received them last week, I called Caltrans and learned that that office will need an acquisition schedule prepared by us listing all relevant dates leading up to the date that the new van is to be placed in service.

"I have been advised that after Caltrans receives the acquisition schedule, we can expect to receive the contracts in three to six weeks.

"More distressing yet," the Holden memo continued, "I am

now hearing that it may take as long as six months after the order is placed for the van to be delivered; and we cannot place the order until after the signed contracts have been received by the State.

"As of this date (memo was dated Dec. 3), it appears that the worst case scenario is that we may receive delivery of the new van in July or August 2001 if there are no further tasks to complete of which we are not presently aware."

The council was not too happy with the delay by Caltrans. Someone suggested buying the \$43,000 van in a catalog, which would probably save a lot of time, but the city is committed to purchasing the van through state contracts.

The then Mayor-elect Marci Coglianesse suggested that Holden work through the Solano Transportation Authority, that perhaps the STA could get more action.

In another matter, the City Manager Joe Donabed has been working with the council on reorganization of the city staff. Most of the decision that have been made involve the Public Works Department.

The department will be headed by a director, which is a new position. The job description for the current public works superintendent will be changed and an accountant will be added to help with utilities.

Gone are the previously budgeted positions of airport manager, assistant public works supervisor and a maintenance worker.

The new department will now oversee parks and recre-

ation, utilities and the airport. Maintenance crews fall into this department. The city is talking about eventually having a separate parks and recreation department, but that is in the future.

A community services officer will also be added to help the police department with some of its functions.

In other business, the council:

* Approved contracts related to going ahead on the redevelopment of an old airport hanger building at Rio Vista Business Park. City staff believes that one benefit of this is the creation of 10-30 new jobs over the next 24 months. The city has received a \$350,000

Community Development Block Grant for this project.

* Okayed Warren Gomes' request for construction of a truck refueling station (card

lock facility) at 1104 Airport Road. The sale of diesel fuel here should add sales tax to city coffers.

* Gave the green light to North Fork Associates of Auburn to complete the city's General Plan, which is about two-thirds complete, but without which Rio Vista has to put further housing development on hold. The plan could be done by the end of this fiscal year (June 30), and the money for this will come from developer fees, according to Community Development Director Tom Bland.

The Rio Vista City Council's next meeting is a study session tomorrow night, Dec. 21, in which the appointment process for the vacancy on the council (created by Coglianesse's election to mayor) and vacancies on boards, commissions and committees will be discussed.

CLOSINGS...

continued from page A1
will close for both Christmas and New Year's days.

All major nearby food chains and retailers, including Long's, Raley's, Safeway, WalMart and K-Mart will close early Christmas Eve and stay closed for Christmas. Walgreen's will open Christmas Day from 9 to 2 p.m. as will all area convenience stores.

Also open, so you don't have to worry about getting gas ahead of time to travel to grandma's house will be service stations in Rio Vista and Walnut Grove.

Schools closed for winter break last Friday so parents are already well aware that school is out and some are probably counting the days until the Tuesday after New Year's arrives.

Napa gives \$2 million to transit

Money may be used to launch downtown shuttle

By KEVIN COURTNEY
Register Staff Writer

NAPA

Putting its faith in countywide transit planning, the city will turn over \$2 million annually to the Napa County Transportation Planning Agency.

This funding will give the NCTPA the resources to find solutions to the county's traffic congestion and other transit problems, the Napa City Council said.

With last week's vote by the council, the city joins Napa County, American Canyon, Yountville and St. Helena in agreeing to give its state Transportation Development Act revenues to the NCTPA. Calistoga is expected to do the same.

The NCTPA will be using countywide TDA funds, which amount to \$3.85 million

See TRANSIT, Page 4A

Transit

From Page 1A

annually, to improve bus service between and within cities.

Long range, the agency will explore creating commuter buses to Solano and Sonoma counties.

Short range, a shuttle might begin service in a year in central Napa to take tourists to the American Center for Wine, Food and the Arts, downtown attractions and Napa Premium Outlets.

Only Councilman Harry Martin voted against transferring state revenues to the NCTPA. Napa was losing control of how this money would be spent, which could work to the disadvantage of city residents, he said.

Councilwoman Jill Techel, who chairs the NCTPA Board of Directors, said Napa residents would benefit from comprehensive planning to solve countywide transportation problems. Napa can't go it alone, she said.

Napa will continue to have clout on the NCTPA board, Techel said. Although the city has just two representatives on the board, they have five of 11 votes.

Napa has to persuade just one other city or one of the two county representatives to support its position on any issue to achieve a majority of votes.

Martin noted that the city has 56 percent of the county's population, but less than half of the votes on the NCTPA.

Buying a shuttle and operating it for a year could cost \$800,000 to \$1 million...

Prodded by a law that will take effect in two years, the NCTPA is planning to devote all TDA money to buses and shuttle operations and none to roads and highways, starting July 1.

Street improvements will be funded with other sources of revenue.

Until now, the city has put aside nearly a quarter of TDA revenue for local street projects.

The city plans to use \$1.4 million in TDA reserves for street repaving projects before next July 1, when the new "transit first" policy takes effect.

Another \$1 million in reserves will be set aside for planning a new downtown transit center to replace the facility on Pearl Street next to Mervyn's, and to launch a downtown shuttle.

Buying a shuttle and operating it for a year could cost \$800,000 to \$1 million, agency staff said.

Kevin Courtney can be reached at 256-2217 or at kcourtney@napanews.com

021

From our readers

Some changes made, more needed in Smog Check II

Reporter Editor:

I would like to respond to (Reporter, Dec. 5) an article regarding Smog Check II, "Airing a grievance" and to a corresponding letter to the editor (Dec. 12).

I authored several bills dealing with Smog Check II last legislative session. Unfortunately, Gov. Pete Wilson, not Gov. Davis as reported in a Reporter article of Dec. 5, vetoed each of them. My goal then, as it is now, is to create an air pollution-reduction program that works for California.

In the meantime, the Legislature adopted several changes to Smog Check II through the 1999-2000 state budget.

First, the Legislature authorized the Bureau of Automotive Repair to exempt vehicles six years or newer from the semiannual smog inspections.

Currently, vehicles 4-years-old or newer are exempt. Smog Check II was designed to focus on the most-polluting vehicles. Given the low failure rates for new cars, the exemption is intended to spare consumers unnecessary and expensive tests.

Second, the Legislature made it easier for low-income motorists to qualify for state-subsidized repair by making the eligibility threshold 185 percent of the federal poverty level, up from the current 175 percent. For a single person to qualify, she or she

would have to earn \$1,270 a month or less.

A family of four would have to earn \$2,575 a month or less. This reform is intended to help clean-up pollution from older cars, which tend to pollute the most and are typically driven by low-income drivers. These changes to Smog Check II were intended to improve customer convenience while also making strides to meet federal clean air requirements. But problems remain.

I am looking forward to working with Gov. Davis and Douglas Laue, chief of the Bureau of Automotive Repair, which oversees Smog Check II, to reform it and make it a more consumer-friendly program.

I am also anxious to hear ideas from Vacaville's mayor, David Fleming.

I believe that the current Smog Check II program is too complicated, unfair, and expensive. Clean air is of concern to everyone, and I believe everyone should participate in a fair program that can achieve reasonable air pollution-reduction goals.

Helen M. Thomson
Assemblywoman
8th District

Train station? We'll know in the spring

By Chris Dufek
STAFF WRITER

A planner at the Solano County Transit Authority (STA) says there will be a wait before Benicia finds out if it's first in line to receive a Capitol Corridor train station.

"It'll be sometime this spring," said John Harris of the STA.

Harris said the STA is still developing a criteria to select which of the three cities in Solano County that have applied for the station—Benicia, Rio Vista and Fairfield/Dixon—will receive

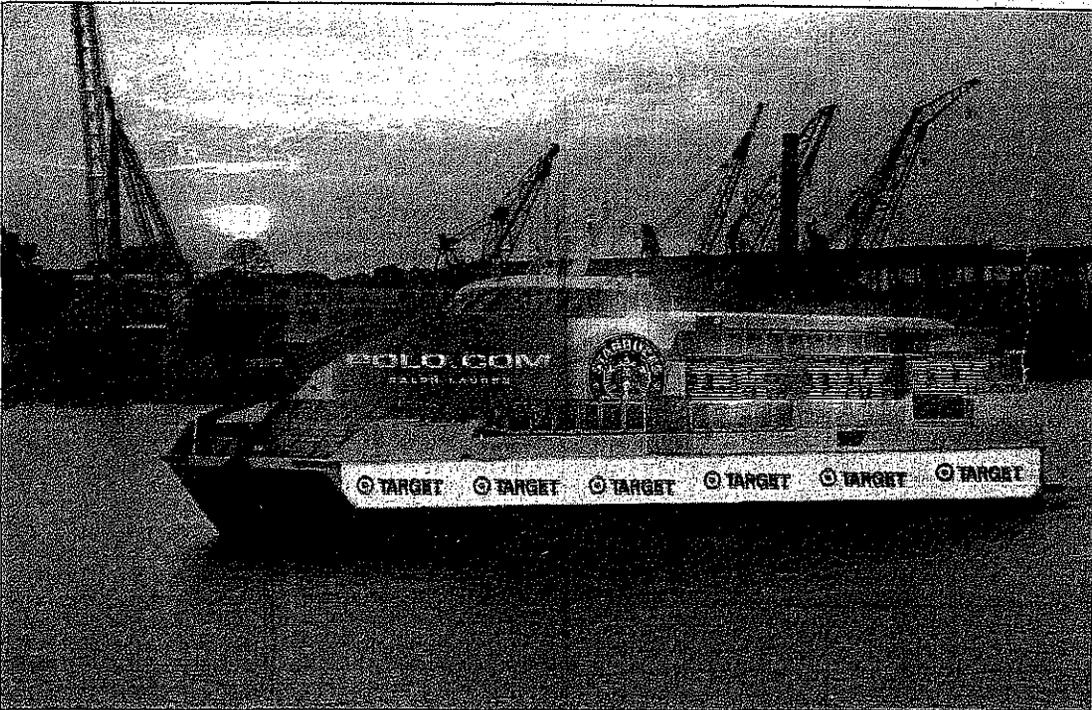
their station first.

"It's not a matter of winner take all," Harris explained. "It's a matter of who goes first."

The train stops are a popular concept, according to Harris, who said that several cities along the Capitol Corridor route have expressed interest in having a station.

Still, Benicia will have to wait to find out for sure if it's the next city in line while the details are hammered out.

"The question is, developing the criteria and raking them (the cities) and deciding which one goes first," Harris said.



Times-Herald Photo Illustration/David Pacheco and J.L. Sousa

THIS MIGHT BE A SIGHT that we see on local ferries in the near future as the city of Vallejo proposes a deal with advertisers.

Ferry to be a vehicle for advertising?

By **DOROTHY VRIEND**
Times-Herald staff writer

(1,400)
It's an untapped advertising source, and an entrepreneurial company operating out of New York and London is interested in buying the advertising rights. To the Vallejo ferry that is. Imagine the ferry boat sporting a wrap around GAP ad as it speeds across the bay to San Francisco. In fact, a deal has been tentatively struck for Vallejo's two existing ferries and will be presented to the Vallejo City Council for consideration Tuesday. The deal with the New York-based compa-

ny Ambient Planet is expected to add a minimum of \$500,000 to Vallejo's transportation fund over the life of the proposed three-year contract. Garrett Bess, president of Ambient Planet, estimates that the deal could bring the city up to \$1.8 million over that time. With a revenue split in the agreement, more money to the city means more money for the company. The proposal is part of an action plan created by city staff to generate the money to operate a third ferry boat. The boat itself has been funded by \$11 million in regional, state and federal grants and is expected to be delivered sometime in 2002. "The state and federal government don't give us enough money to operate our trans-

portation. What else are we to do?" said City Manager David Martinez. While the company is interested in national advertising, Bess said, if the contract goes through, he would like to open up the opportunity to local advertisers first. Bess mentioned companies such as Six Flags Marine World and Herman Goelitz Candy company, maker of the famous "Jelly Belly" jelly beans. "Could you imagine the boat being wrapped with jelly beans in time for the Easter holidays and having it floating on the water," Bess said. "I think it would be brilliant, I really do." (See **FERRY**, A3)

Ferry

(From A1)

In the six months the British company has been operating in the United States it has already snagged a similar deal on the New York fast ferry line that runs between Central New Jersey and New York into Manhattan. Another deal in the Boston harbor is in the works, Bess said. Ambient Planet's British parent company Media Initiatives Group, has focused on finding new advertising space in untraditional places in the six years it has operated out of London. The British company puts advertising on the back of rail passes and ATM receipts, and sets up product exhibits in rail stations.

While the advertising proposal breaks new ground in the city's efforts to find operating funds, city officials will also make the familiar round of requests to government agencies. The city has also raised ferry rates to keep up with rising fuel costs.

But competition for limited government transportation funds is fierce, and is part of the reason Vallejo still does not have Sunday or late night bus service.

Vallejo Transportation Manager Pam Belchamber said the city operates its transportation system on a thin margin, running it with limited staff and maintenance. It cost the city \$6.6 million to run the ferry system this past year. A new boat is expected to add 30 to 40 percent more to that cost.

While use of the ferry's exterior as an advertising medium is new on the West Coast, the practice is common with buses and bus shelters, which have been sporting wrap around ads for years. The proposed deal with Vallejo would also include advertising in the interior of the Vallejo ferries.

Martinez said in its effort to keep the transportation budget balanced, city officials may also consider selling naming rights to the ferry or the ferry building. Discussion is already underway regarding the possible sale of advertising on city buses and bus shelters.

"I think it will be attractive to advertisers. The boat goes right into the heart of San Francisco. It's got a lot of visibility," said Vallejo Information Officer Mark Mazzaferro.

Martinez also mentioned advertising on the paved surface of parking lots.

"I've been told that it works. We are interested in seeing how much revenue that will bring in," Martinez said.



DATE: January , 2000
TO: STA Board
FROM: Stacy Medley, Office Manager/Clerk of the Board
RE: CONSENT AGENDA (Any consent agenda item can be pulled for discussion)

Recommendation

That the STA Board approves the following attached consent items:

- A. Approve Minutes of December 13, 2000 STA Board Meeting
- B. Approve Draft STA TAC Minutes for December 20, 2000
- C. FY 2000-01 1st Quarter Abandoned Vehicle Program Report
- D. Distribution of Local RABA Fund for Local Road Repair Projects
- E. STA's 2001 Priority Projects
- F. 1999-00 Abandoned Vehicles Abatement Program Annual Report
- G. Board Appointments to Subcommittees for Comprehensive Transportation Plan
- H. I-80/680/780 Corridor Study Agreement with Caltrans
- I. STIP/TAP Agreement



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
December 13, 2000

I. CALL TO ORDER - CONFIRM QUORUM

Chair Donahue called the regular meeting to order at 6:07 p.m.

Stacy Medley, Clerk of the Board, took roll call and a quorum was confirmed.

MEMBERS

PRESENT:

Dan Donahue (Chair)	City of Vallejo
Marci Coglianesse (Vice-Chair)	City of Rio Vista
Pierre Bidou	City of Benicia
Mary Ann Courville	City of Dixon
Steve Lessler	City of Fairfield
Jim Spering	City of Suisun City
Rischa Slade	City of Vacaville
John Silva	County of Solano

MEMBERS

ABSENT:

None

STAFF

PRESENT:

Theresa Cammarota	STA/Solano Commuter Information
Dan Christians	STA-Deputy Director for Planning
Robert Guerrero	STA-Planning Assistant
Daryl K. Halls	STA-Executive Director
John Harris	STA-Deputy Director for Projects
Stacy Medley	STA-Clerk of the Board
Elizabeth Richards	STA/Solano Commuter Information
Janice Sells	STA-Program Manager/Analyst
Melinda Stewart	STA Legal Counsel/Vacaville
Jennifer Tongson	STA-Projects Intern

ALSO

PRESENT:

Alan Nadritch	City of Benicia
Ron Hurlbut	City of Fairfield
Mark Akaba	City of Vallejo

Lieutenant Victoria Corona
Mike Duncan
Mike Segala
Ron Milam
John Gray
Paul Hom

CHP
City of Suisun City
City of Suisun City
Fehr & Peers Associates, Inc.
Solano County
City of Vacaville

II. SWEARING IN OF NEW STA BOARD MEMBER

Stacy Medley swore in Mary Ann Courville as the new STA Board representative for the City of Dixon.

III. APPROVAL OF AGENDA

Dan Christians requested that a supplemental item be added to the consent agenda, regarding Co-Hosting MTC's "Walkable Community" Workshop, as item VIII.I.

Marci Coglianese requested that item X.A be delayed until the January 2001 meeting. She stated that the information provided to the Board members arrived too late to review, but requested that the presentation still be made.

On a motion by Member Slade, and a second by Member Bidou, the STA Board unanimously approved the agenda, with the addition of item VIII.I and request to delay action on item X.A

IV. OPPORTUNITY FOR PUBLIC COMMENTS

None

V. EXECUTIVE DIRECTORS REPORT

Daryl Halls provided an update on the following items:

- Proclamations of Appreciation for outgoing STA Board members
- New STA Board Representatives
- The new Caltrans North Bay Design Chief
- Community Input Meeting for Draft Countywide Bicycle Plan
- Countywide Traffic Model
- SCI Work Program
- The new SCI Commute Consultant

Daryl Halls introduced SCI's newest employee, Theresa Cammarota.

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

Stacy asked the Board members to update the STA roster information forms.

Jim Spring, Solano County MTC representative, provided an update on MTC's update on the RTP. He also mentioned that smart growth and affordable housing have been discussed. He indicated that he would update the Board on these issues at a later date.

VII. PROCLAMATION FOR OUTGOING STA BOARD MEMBERS AND ALTERNATES

Chair Donahue noted the proclamations for Don Erickson - City of Dixon, Fred Harris - City of Rio Vista, and Chris Manson - City of Dixon for their services to the STA.

He asked that the Board member for these cities bring the proclamations back to their city council and read it at their next council meeting.

VIII. CONSENT AGENDA

Member Lessler asked for clarity on consent item VII.D regarding the cost. He asked if the amount requested is the total cost or additional cost. Dan Christians responded that this was for additional cost.

On a motion by Member Spring, with a second by Member Lessler, the following consent items were approved in one motion, with the addition of item VIII.I. Member Cornville asked to abstain from the November 8, 2000 STA Board minutes because of her not being an STA Board member at that time.

- A. Approve Minutes of November 8, 2000**
Recommendation: Approve minutes of the STA Board meeting of November 8, 2000
- B. Approve Draft STA TAC Minutes for November 29, 2000**
Recommendation: Review draft minutes of the STA TAC meeting.
- C. Grandy and Associates Contract Renewal**
- D. Contract Amendment No. 1 with Fehr and Peers Associates for Phase 2 of the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan**
- E. Additional Application Request for 2000-01 Solano Transportation Fund for Clean Air Program**
- F. Draft 2001 Legislative Priorities and Platform**
- G. Approve STA 2001 Meeting Schedule**
- H. Resolution of Support between the STA and PERS**
- I. Co-Hosting MTC "Walkable Community" workshop**

IX. ACTION ITEMS: FINANCIAL

- A. Federal Lobbyist**

Daryl Halls discussed this item. He stated that this would be the third iteration for federal authorization following ISTEA in 1991 and TEA 21 in 1998. The lobbyist will help STA prepare for federal funding requests. He also stated he is working to come up with an

informational packet. He also talked with three cities, Fairfield, Vacaville and Vallejo about partnering with the STA to fund the lobbyist and they seemed supportive, but would have to go through their city council for approval.

Daryl Halls recommended a one-year contract, with a possible second year extension. The cost for the STA would be \$2,000 per month. He asked for authorization from the Board to work with the three cities to enter into a contract for the lobbyist contract.

Member Spring asked if the STA could get a description from each of the cities with their objectives to use the lobbyist. He stated that the cities and the STA should all be working together rather than having separate priorities for the use of the lobbyist.

Daryl Halls confirmed that he has met with the cities to make sure they all agree on the three projects previously prepared by the STA Board that the lobbyist would focus on. He noted that the contract would be project specific.

Vice Chair Coglianesse asked if the three projects are all the only projects that the STA would request federal funds for the next six years. Daryl Halls stated these are the three priorities recently supported by the STA Board for Federal funding.

Recommendation: Authorize Executive Director to work with the cities of Fairfield and Vallejo, and possibly Vacaville, to obtain a federal lobbyist and negotiate a contract for legislative advocacy services from January 1, 2001 through December 31, 2001, with an option for a one year extension, at a cost not to exceed the amount of \$24,000 for the two years.

On a motion by Member Lessler, and a second by Member Slade, the STA Board unanimously approved this recommendation.

X. ACTION ITEMS: NON FINANCIAL

A. 2000 Solano Countywide Traffic Model Update

Dan Christians and Ron Milam (Fehr & Peers) presented this item. Dan stated that the model would primarily be used for planning purposes. A modeling subcommittee has been meeting to update the model and incorporate the cities general plan data into the model. Dan stated that this plan would project traffic through 2025. Dan Christians then introduced Ron Milam, to provide a presentation.

Ron Milam provided a brief presentation on the development of the model and discussed the 5-year projections that the STA Board would eventually be requested to approve.

Daryl Halls thanked Ken Harms, City of Fairfield's modeler for his time and efforts in updating the model. He noted the numerous hours dedicated to making this happen.

Member Spring asked why this is coming to the STA Board.

Daryl Halls stated that the STA has been contracting with the City of Fairfield to maintain the countywide model, but the STA Board has never reviewed and approved this model. He also thought this would be an important informational tool for the highway segment of the Solano Comprehensive Transportation Plan.

Member Sperring asked if there is a summary of the assumptions that the STA used and the methodology and the process.

Ron Hurlbut, TAC member for the City of Fairfield, came forward to clarify the reason why the TAC is asking for the STA Board member's approval. He stated that since the STA Board is the policy Board the TAC felt the STA Board should approve the countywide model since it will be used for a variety of projects.

Member Lessler suggested the Board approve the model data at this time based on the clarification provided.

Vice Chair Coglianese stated that she has not been able to talk with Rio Vista city staff regarding this model and felt uncomfortable with taking action before talking to her staff before taking action.

Member Slade stated that she also needs Vacaville staff to explain this model, and that she would like to understand the process and review the land use data before approving it.

Daryl Halls asked for guidance from the STA Board on what they would like to be provided to the Board at the next meeting.

Vice Chair Coglianese asked that staff should be available to provide a presentation to each of the city councils if requested.

Member Sperring asked that his Public Works Director provide a letter stating staff supports this model and he then would be willing to move forward.

Member Bidou mentioned that if his staff supports this issue, he would also support this model.

Chair Donahue asked Daryl to go back to each jurisdiction and ask that they express to each of the Board members whether the staff supports this model or not.

The item was postponed to STA Board meeting of January 10, 2001.

B. SCI Work Program

Elizabeth Richards presented this item. She described the three funding sources for the program. She mentioned that SCI provides Rideshare services for Napa and Solano County. She then discussed SCI's nine work programs.

Recommendation: Approve SCI's FY 2000-2001 Work Program.

On a motion by Member Spring, and a second by Member Lessler, the Board unanimously approved the staff's recommendation.

C. Inter-city Transit Funding Priorities

John Harris presented this item. John stated that two transit working groups (North and South County) have been meeting,. A list of seven short-term funding priorities have been identified. He went over the seven priorities.

Member Spring asked about farebox recovery on the "Donahue Plan". He felt cost effectiveness is an issue that should be looked at.

Chair Donahue stated that they have been researching revenues relating to this issue. He also stated that there are problems with the ferry leaving earlier than the time listed on the schedule due to the boat filling up before the departure time. He said this is one reason why they need an additional ferryboat.

Member Silva stated that he and Supervisor Thomson met with the STA staff regarding this plan and is willing to support these priorities.

Recommendation: Approve the list of seven inter-city transit priorities for funding and direct staff work with the Transit Working Groups, the SolanoLinks Consortium, member agencies, and other regional partners to develop funding proposals for consideration by the STA Board and member agencies.

On a motion by Vice Chair Coglianesse, and a second by Member Spring, the Board unanimously approved this recommendation.

D. Landscaping Policy for Highways and Freeways

John Harris presented this item. He stated that Caltrans planned to remove the Oleander trees on I-80 in Vacaville. Vacaville has researched this issue and at the last TAC meeting, the TAC supported landscaping on the freeways, but would like to work with Caltrans on this issue. Currently, Caltrans is planning to remove the Oleander trees without replacing them with some new landscaping.

Member Slade stated that she has been asked about the fires in the medians, which she could not answer. She stated she is happy to see that the TAC is working on this issue with Caltrans to come to an agreement.

Recommendation: Direct the STA TAC to develop a landscaping policy for consideration by the STA Board for the interstate and highway medians in Solano County and bring it back to the STA Board for review and approval.

On a motion by Member Slade, and a second by Member Spring, the Board unanimously approved this recommendation.

X. INFORMATION ITEMS: (Discussion Necessary)

A. Draft Countywide Bicycle Plan

Dan Christians stated that a public hearing was held regarding the Draft Countywide Bicycle Plan. The final plan should come back for approval at the February STA Board meeting. Dan introduced Michael Jones (Alta Transportation Consulting) to provide a brief presentation.

Michael Jones made a presentation on this plan.

Member Lessler suggested that bike signs be reflective signs.

Chair Donahue suggested that the consultant work with the developers of the Mare Island project for potential bike related projects.

Dan Christians suggested that some cities could apply for Bay Trail funding. This helps with bike routes, trails, and other related projects adjacent to the Bay.

Mike Segala stated the issues provided by the public are issues that were also identified by the Bicycle Advisory Committee.

B. Park and Ride Survey Results

Dan Christians presented information on this item. He stated that the results have come in on this survey, and staff is currently reviewing the results. He stated that the consultant is close to compiling a license plate survey in the lots to see where the people are coming from. Staff is trying to identify park and ride lot locations closer to those residents who travel to park and ride lots. A final version of the results will be provided at either the January or February Board meeting.

Chair Donahue stated that the Curtola Parkway Park and Ride lot is a major issue in Vallejo.

Member Slade commented that she is glad that the Davis Park and Ride lot was surveyed. She noted that Vacaville staff has been putting flyers on cars to inform them that there are locations closer to home for their use.

Mike Segala stated that Suisun City commuters are using a grass area for a park and ride lot, and parking on the streets near the Suisun Amtrak Station. He is concerned that businesses are going to complain about this issue. There is no available parking near the train station during commute times.

C. I-80/I-680 Interchange Update

John Harris presented information on this item. He stated that an RFP went out late in November. An RFQ has also gone out for a project manager consultant. These are both due later this month. Staff will come back at the January Board meeting with a recommendation.

D. Development of STA's 2001 Project Priorities

Daryl Halls presented information on this item. He provided the Board with a draft list of 2001 project priorities for review and requested the Board provide input on the list. He stated that this would come back at next months meeting on consent if the Board accepts this list of priorities without any changes.

Recommendation: Review and provide input regarding STA's 2001 priority projects

(No Discussion Necessary)

E. Solano Comprehensive Transportation Plan

Rischa Slade stated that she is troubled by the limited number of public comments on this plan. She is concerned and asked for ideas on ways to get more of the public involved.

Member Sperring noted that this may be partially based on the public perception that the STA is doing things right. He noted that we need to propose more specific projects for the public to become more involved. Chair Donahue and Member Lessler agreed with this statement.

F. I-80/680/780 Corridor Study

G. Project Monitoring Program/Solano Highway Projects

H. Welfare to Work Transit Study

XII. FUNDING OPPORTUNITIES – (For Information Only)

Transportation for Livable Communities (TLC) Capital Grants – February 2001
Bay Trail Program – February, 2001
Transportation Fund for Clean Air – February 15, 2001
Safe Route to Schools, Second Cycle – March 1, 2001
Section 5310 Bus Purchase Program – March 9, 2001

XIII. BOARD MEMBERS COMMENTS

Chair Donahue wished everyone a happy holiday.

XIII. ADJOURNMENT

The STA Board meeting was adjourned at 7:55 p.m. The next regular meeting will be held January 10, 2001, Suisun City Hall



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
December 20, 2000

1. CALL TO ORDER

The regular meeting of the Technical Advisory Committee was called to order at approximately 2:05 p.m. in the Suisun City Council Chambers.

Present:

Julian Carroll	Caltrans
Michael Throne	City of Benicia
Janet Koster	City of Dixon
Ron Hurlbut	City of Fairfield
Mike Duncan	City of Suisun City
Julie Pappa	City of Suisun City
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Dale Pfeiffer	City of Vacaville
Mark Akaba	City of Vallejo
Paul Wiese	County of Solano
Daryl Halls	STA
Dan Christians	STA
John Harris	STA
Janice Sells	STA
Kim Cassidy	STA
Jennifer Tongson	STA
Robert Guerrero	STA
Hilmer Ace Forsen	Caltrans
Ray Pang	Caltrans
Carl Vandagriff	YSAQMD

II. OPPORTUNITY FOR PUBLIC COMMENT

None

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Ray Pang will be the new Caltrans representative to the TAC, replacing Ace Forsen

IV. PROCLAMATION OF APPRECIATION

Daryl Halls presented a Proclamation of Appreciation to Hilmer 'Ace' Forsen (Caltrans) on behalf of the STA staff and STA TAC. The proclamation honors Ace's contributions and commemorates his retirement after 42 years of employment with Caltrans.

V. CONSORTIUM UPDATE

John Harris mentioned that the Consortium requested one additional item to the Legislative platform to maintain certain federal funding for paratransit services.

VI. CONSENT CALENDAR

E. The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of December 20, 2000
- B. Review Funding Opportunities Calendar
- C. Review Draft STA Annual Report
- D. Review Year 2001 TAC Meeting Calendar
- E. Review STA's 2001 Priority Projects
- F. Review FY 2000-01 1st Quarter Abandoned Vehicle Program Report

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

VI. ACTION ITEMS

A. Distribution of Local RABA Fund for Local Road Repair Projects

John Harris presented this item.

Recommendation: Forward a recommendation to the STA Board to approve the attached RABA local road rehabilitation project list for submission to MTC.

On a motion by Ron Hurlbut, and a second by Michael Throne, the STA TAC unanimously approved the recommendation.

B. Landscaping Policy for Highways and Freeways

John Harris reviewed the STA Board's direction to develop a landscaping policy for interstate and highway medians in Solano County. Dale Pfeiffer, Janet Koster and Ron

Hurlbut agreed to form a subcommittee to lead in the development of a landscaping policy. Virgil Mustain was also nominated to be a subcommittee member.

Recommendation: Appoint a subcommittee of TAC members to lead in the development of a landscaping policy for the interstate and highway medians in Solano County and bring it back to the STA Board for review and approval.

On a motion by Dale Pfeiffer, and a second by Michael Throne, the STA TAC unanimously approved the recommendation.

C. 1999-00 Abandoned Vehicles Abatement Program Annual Report

Janice Sells presented the history pertaining to this item.

Recommendation: Forward a recommendation to the STA Board that the Abandoned Vehicle Abatement Program Annual Report be approved as submitted.

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

D. Draft 2001 STA Legislative Platform and Priorities

Janice Sells reviewed and summarized this item. John Harris mentioned the SolanoLinks Consortium request to add the maintenance of Section 5307 FTA funding for ADA paratransit operations past FY 02-03.

Recommendation: Forward a revised Draft 2001 Legislative Platform and Priorities to the STA Board for approval.

On a motion by Ron Hurlbut, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation and asked staff to report back with more specifics on Section 5307 ADA paratransit funding.

VII. INFORMATION ITEMS

A. 2000 Solano Countywide Traffic Model

Dan Christians reviewed the updated data being used to prepare the Countywide Traffic Model. An Executive Summary will be provided at the January 2001 STA Board Meeting.

B. Comprehensive Transportation Plan

Dan Christians reviewed the status of the Solano County Comprehensive Transportation Plan.

ADJOURNMENT

The meeting was adjourned at approximately 3:00 p.m. The next meeting is scheduled for Wednesday, January 31, 2001 at 1:30 p.m.



DATE: January 2, 2001
TO: STA Board
FROM: Janice Sells, Project Manager/Analyst
RE: FY 2000-01 1st Quarter Abandoned Vehicle Program Report

Discussion:

Abandoned Vehicle Reports from all contracted jurisdictions have been received for the first quarter for 2000-2001. STA Staff has prepared all necessary documents for fund distribution to each of those jurisdictions. In addition, all reporting documents have been prepared and forwarded to the State of California Controller's for recording.

A total of \$86,560 was received from the State of California, \$75,754 was disbursed, leaving a balance of \$10,806 to be carried forward. The attachment lists fund disbursements for the first quarter of the 2000-2001 fiscal year.

Recommendation:

Informational

Attachment A
AVA Program
YTD Funding and Activity Summary
1st Quarter Fiscal Year 2000-2001

Jurisdiction	Funding Received	# Vehicles Abated
Benicia	\$ 3,117	4
Dixon	\$ 438	0
Fairfield	\$ 12,462	181
Rio Vista	\$ -	0
Solano County	\$ 14,589	269
Suisun City	\$ 5,057	52
Vacaville	\$ 11,925	58
Vallejo	\$ 26,916	454
STA Administration	\$ 1,250	0
TOTALS	\$ 75,754	1,018



DATE: January 3, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Distribution of Local RABA Fund for
Local Road Repair Projects

Background:

Earlier in the year, MTC announced that there would be a distribution of \$20 million from the revenue-aligned budget authority (RABA) dividend for local road repair in the region. All of the region's counties were 100% successful in obligating their projects, therefore, Solano County will receive approximately \$1.142 million for RABA local road rehabilitation.

In anticipation of a call for projects, the STA TAC developed a \$75,000 minimum and a \$250,000 maximum allocation amount for projects at the October TAC meeting. In November, the STA TAC scheduled a call for projects meeting on Tuesday, December 12, 2000 in order to develop a county bid list. The seven eligible agencies met on the 12th and developed a list of projects totaling \$1.142 million (see attached). The agency representatives unanimously supported the projects and amounts on the listing. The STA TAC unanimously approved the attached project list at the December 20, 2000 TAC meeting and recommended approval by the STA Board.

In order to meet the submission deadline of January 17, 2001 to MTC, the STA Board needs to formally approve the bid list at the January 10, 2001 Board meeting. Opinions of counsel and resolutions of support are due to MTC no later than February 5, 2001.

Recommendation:

Approve the attached RABA local road repair project listing.

Attachment

RABA LOCAL ROAD PROJECT PROPOSAL
12/12/00

<u>AGENCY</u>	<u>\$000's</u> <u>(\$1,142 pool)</u>	
Dixon	75	North Almond Street
Suisun City	110	Marina Boulevard
Vallejo	243	Tennessee Street
Fairfield	203	Central Way
Solano County	203	Suisun Valley Rd./Midway
Vacaville	203	Nut Tree Road
Benicia	105	East H Street

TOTAL	\$1,142	



DATE: January 2, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: STA's 2001 Priority Projects

Background:

The STA has developed a priority projects list since 1996. The priority projects are developed in conjunction with the STA Board, STA TAC, SolanoLinks Consortium, STA's advisory committees (i.e., PCC and BAC) and member agencies, and serves to focus the STA staff's efforts and resources.

Discussion:

The STA developed the initial list of proposed priority projects based on recent Board actions and the status of current project, program and planning efforts. In November, the STA TAC reviewed the list and the City of Dixon requested the Highway 113 SHOPP Projects be added (see item #14). The draft list of priority projects was initially reviewed by the STA Board at its meeting on December 13, 2000. The STA TAC unanimously recommended approval of the STA's 2001 Priority Projects at its meeting on December 20, 2000.

Recommendation:

Approve STA's Priority Projects for 2001

Attachment

STA's 2001 Priority Projects

Draft 1/2/2001

1. I-80/680 Interchange
2. Comprehensive Transportation Plan
3. Jepson Parkway Project
4. I-80/680/780 Corridor Study
5. Highway 37 Project
6. Highway 12 Major Investment Study
7. Vallejo Baylink Ferry Support and Operational Funds
8. Capitol Corridor Rail Facilities Plan and Expanded Service
9. Highway 12 (Jameson Canyon) EIS/EIR
10. Benicia and Carquinez Bridges
11. Highway 12 SHOPP projects
12. Red Top Slide SHOPP project
13. I-80/505 Weave Correction PSR
14. Highway 113 SHOPP Projects
15. Project Monitoring (local projects)
16. Solano Bike Project
17. Enhanced Transit Service on I-80, I-680, and I-780
18. SolanoWorks Transit Plan
19. Solano Commuter Information Work Program
20. STA Marketing Program



DATE: January 3, 2001
TO: STA Board
FROM: Janice Sells, Project Manager/Analyst
RE: 1999-00 Abandoned Vehicles Abatement Program
Annual Report

Background:

In 1973 a state law was passed that established a trust fund by imposing a \$1.00 surcharge on vehicle registration fees to assist local jurisdictions abate abandoned vehicles. In 1976, Solano County entered into the Abandoned Vehicle Abatement Agreement (AVA) agreement and operated the program until June of 1976. Later that year, the California Highway Patrol took over responsibility and continued to administer the program until the State funding was withdrawn in 1980.

In January 1991, AB 4114 was passed and provided for the establishment of a funded abandoned vehicle program in counties. The Board of Supervisors assigned the administration to the Solano Transportation Authority (STA) who then contracted with each of the local jurisdictions (with the exception of Rio Vista).

In May of 2002, the program will sunset unless legislation is passed that would continue the \$1.00 surcharge that currently funds the AVA program. State Senator Byron Sher introduced a bill that would have continued the program, but the bill was vetoed by the Governor. State Senator Sher has indicated that he will reintroduce the bill in 2001.

Discussion:

Distribution of AVA funds is based on the population of each jurisdiction and the number of vehicles abated. The Police Department in each of the cities and the Environmental Management Department for the County of Solano administer the program for their jurisdictions. Last fiscal year, a total of \$337,575 (including interest) was received from the State of California and disbursed (see Attachment).

Recommendation:

Approve the 1999-2000 Abandoned Vehicle Abatement Annual Report

Exhibit A
AVA Program
YTD Funding and Activity Summary
Fiscal Year 1999 - 2000

Jurisdiction	Funding Received	# Vehicles Abated
Benicia	\$ 13,951	35
Dixon	\$ 4,577	0
Fairfield	\$ 74,608	649
Rio Vista	\$ -	0
Solano County	\$ 43,438	756
Suisun City	\$ 23,510	268
Vacaville	\$ 49,040	255
Vallejo	\$ 123,451	1,687
STA Administration	\$ 5,000	0
TOTALS	\$ 337,575	3,650

County of Solano
AVA Program
Since Program Start Date - May 1992

Program Year	Funding Received	# Vehicles Abated
1991-92	\$ 39,598	1,577
1992-93	\$ 282,446	11,921
1993-94	\$ 293,533	11,450
1994-95	\$ 293,719	11,329
1995-96	\$ 299,497	9,000
1996-97	\$ 293,762	3,481
1997-98	\$ 302,335	3,003
1998-99	\$ 321,998	3,696
1999-2000	\$ 337,575	3,650
TOTALS	\$ 1,804,890	51,761



DATE: January 3, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Board Appointments to Subcommittees for
Comprehensive Transportation Plan

History:

In March 2000, the STA appointed Board Members, Alternates and participants for the three subcommittees of the Comprehensive Transportation Plan (Arterials, Transit and Alternative Modes). Because of the appointment of new Members and Alternates to the STA Board, there are openings on all three committees. During the next year, each committee is expected to meet approximately 3-4 times.

Discussion:

It is proposed that the following new appointments be made to the three subcommittees for the Comprehensive Transportation Plan:

Arterials, Highways and Freeways: Mary Ann Courville, City of Dixon
Matt Bidou, City of Rio Vista

Transit: Gil Vega, City of Dixon

Alternative Modes: Steve Gizzi, City of Benicia

In addition, some of the non-voting participants on the committees have been updated. A comprehensive list of the proposed members and participants for each of the committees is attached. Mary Ann Courville has requested that Don Erickson remain on the Alternative Mode subcommittee as a public member.

Fiscal Impact:

None

Recommendation:

Approve proposed appointments (see attached list) to the Subcommittees for the Comprehensive Transportation Plan.

Updated Members of Solano Comprehensive Transportation Plan Subcommittees

Transportation Steering Committee

Major Responsibilities: Oversight for the Solano Comprehensive Transportation Plan

Subcommittee members:

Steve Lessler, City of Fairfield
Jim Spering, City of Suisun City
Rischa Slade, City of Vacaville

Transit

Major Responsibilities: Buses, Rail, Ferries and HOV lanes

Subcommittee members:

Dan Donahue, Chair, City of Vallejo
Pierre Bidou, City of Benicia
Gil Vega, City of Dixon
Barbara Kondylis, Solano County

Participants:

Assemblywoman Helen Thomson's Office, Jennifer Barton
BAAQMD, Andrea Gordon
Capitol Corridor JPA, Gene Skoropowski and David Kutrosky
Chambers of Commerce
Congressman Doug Ose's Office
Farm Bureau
Media
MTC – Transit, Ann Flemer,
PCC Member, Jim Simon
Public Member
SEDCORP
SolanoLinks Transit Consortium, Kevin Daughton,
STA TAC, Pam Belchamber,
State Senator Wesley Chesbro's Office, Darby Kernan
Tri-Cities

Arterials, Highways, and Freeways

Major Responsibilities: Interchanges, major arterials, state highways, freeways and HOV lanes

Subcommittee members:

John Silva, Chair, Solano County
Matt Bidou, City of Rio Vista
Mary Ann Courville, City of Dixon
George Pettygrove, City of Fairfield
Pete Rey, City of Vallejo

Participants:

Caltrans District 4, Don Reynolds
Chambers of Commerce
CHP, Mark Sooy
Congressman Mike Thompson's Office
Media
MTC – Planning, Ashley Nguyen
Public Member - League of Women Voters, Bernice Kaylin
SEDCORP, Edward Schaffnit, Syar Industries
SEDCORP, Davis Esparza, Cal Inc.
SEDCORP, Tom Chowaniec, General Mills
Solano County Transportation Dept. staff, John Gray
STA TAC, Gary Leach
State Senator Johannessen's Office, Mike Reagan

Alternative Modes

Major Responsibilities: Bicycle and pedestrian routes, transportation for livable communities, ridesharing, park and ride lots, alternative fuels and HOV lanes

Marci Coglianese, Chair, City of Rio Vista
Steve Gizzi, City of Benicia
Michael Segala, City of Suisun City
Rob Wood, City of Vacaville

Participants:

Chambers of Commerce
Congressman George Miller's Office, Kathy Hoffman
Media
Public Member – Don Erickson
SCI, Sandy Catalano
SEDCORP
Solano Farmlands and Open Space Foundation, Pam Muick
SolanoLinks Transit Consortium, Marci Malaster and Jeff Matheson
STA BAC, Randall Carlson,
STA BAC (Alternate), Rob Powell
STA TAC, Ed Huestis
YSAQMD, Daniel O'Brien

Revised: January 3, 2001



DATE: January 3, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: I-80/680/780 Corridor Study Agreement with Caltrans

Background:

As part of the State Legislature's approval of the Governor's Transportation Congestion Relief Plan (TCRP), \$13 million was designated for the I-80/680 Interchange project in Solano County. The Solano Transportation Authority and Caltrans were both identified as eligible project sponsors for this funding. On September 13, 2000, the STA Board approved a funding strategy for the I-80/680 interchange that included utilizing \$1 million of the \$13 million in TCRP funding for a corridor study of the I-80 and I-680. Subsequently, Caltrans District IV District Director Harry Yahata requested the STA include I-780 in the corridor study. On November 8, 2000, the STA approved the preliminary scope of work and schedule for the I-80/680/780 Corridor Study and authorized staff to release a Request for Proposals for the study. In November 2000, the California Transportation Commission approved STA's request to utilize the first \$1 million of the \$13 million in TCRP funds for the I-80/680 interchange to be used for the Corridor Study. STA staff distributed the Corridor Study RFP on November 28 and a review panel is scheduled to interview the respondents on January 5, 2001. The review panel will include representatives from STA staff, the STA TAC and Caltrans District IV.

Discussion:

The STA's Deputy Director for Projects, John Harris, and Assistant Legal Counsel, Melinda Stewart, have been working with Caltrans' Headquarters to finalize the details of the funding agreement for \$1 million in TCRP funds to fund the I-80/680/780 Corridor Study. Following approval of the agreement by both Caltrans and STA, the I-80/680/780 Corridor Study can proceed. The funding agreement will cover the cost of the corridor study and updating the project study report for the I-80/680 interchange (\$900,000), management of the project by a project management firm (\$60,000) and the hard costs associated with the project such as printing, mailing and the public input process (\$40,000).

Recommendation:

By resolution authorize the Executive Director to enter into a funding agreement with Caltrans for \$1 million of TCRP funds for the I-80/680/780 Corridor Study. (A copy of the resolution will be provided under separate cover).



DATE: January 3, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: STIP/TAP Agreement

Background:

The MTC has adopted several delivery strategies to minimize the potential risk of losing regional funds if projects are not delivered in a timely manner. One of these is the Caltrans STIP Delivery Assistance Program (referred to as "STIP-TAP"). With STIP-TAP, funding is available for the Congestion management Agencies (CMAs) to ensure the timely delivery of Caltrans projects experiencing cost overruns or schedule delays that could jeopardize the timely delivery of State Highway projects. This program is intended to assist the CMAs in bringing troubled projects back on track by providing expertise, which may not be at their disposal. MTC will manage the funding for the program, while the CMAs will be responsible for obtaining the necessary assistance, by either contracting out to a specialized consultant in the field, or through existing contracts with consultants already on board.

The STA in collaboration the Napa County Transportation Planning Agency (NCTPA) has successfully been granted \$50,000 from MTC for assistance with the following highway projects:

- I-80/I-680 Interchange
- Congestion Relief Improvements on State Route 12 (Jameson Canyon)
- SR 12/SR 29 Interchange

In general, the STA and NCTPA propose to procure management-engineering consultants for the following services:

- Attend Project Development Team (PDT) meetings on a regular basis
- Provide oversight on engineering cost estimates
- Review and comment on environmental documents
- Monitor obligation deadlines and phasing of project segments
- Provide regular status reports on the progress of the projects to the STA and NCTPA

With the concurrence of the NCTPA, the STA has requested that the Highway 37 project be substituted for the I-80/I-680 Interchange project since the STA is addressing the Interchange in

the first stage of the \$1 million I-80 Corridor Study. MTC has been notified of this substitution request.

Recommendation:

Authorize the Executive Director to work with the NCTPA to procure a joint highway project assistance contract utilizing STIP-TAP funding.



DATE: January 3, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
John Harris, Deputy Director for Projects
RE: I-80/680/780 Corridor Study Consultant and
Project Manager

History:

As part of the 2000-01 State Budget, \$1 million was approved for an I-80/I-680/I-780 Corridor study. On November 28, the STA released a Request for Proposals.

Discussion:

This corridor study will include the entire I-80 Corridor within Solano County from the Carquinez Bridge to Yolo County, I-680 from the Benicia-Martinez Bridge to I-80, and all of I-780 between Vallejo and Benicia. The study is intended to serve as a Major Investment Study and a Project Study Report equivalent.

Proposals Received

Proposals were received from the following transportation consultants:

Korve Engineering
Parsons Brinkerhoff, Quade & Douglas, Inc.

In addition statement of qualifications were received for the project manager from the following:

Collison Engineering/Quincy Engineering
The Project Delivery Management Group

On January 5, 2001 a consultant selection committee consisting of Mark Akaba, Ron Hurlbut, Katie Yim and Jullian Carroll of Caltrans District 4 and STA staff will interview the transportation consultants. STA staff will also be interviewing the project manager firms on January 4, 2001.

Based on these interviews, consultants will be recommended to the STA Board for selection at the STA Board meeting. A supplemental staff report will be submitted at the Board meeting

Fiscal Impact:

The funding for both consultants is contained in the 2000-01 STA Budget. Funding will be provided from the state's Traffic Congestion Relief Program.

Recommendation: Select consultants and authorize the Executive Director to: 1.) Enter into an agreement with a transportation consultant not to exceed \$900,000 to prepare the I-80/680/780 Corridor Study; and 2.) Enter into an agreement with a project manager consultant to coordinate and facilitate the related I-80/680/780 Corridor Project.



DATE: January 3, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: 2000 Solano Countywide Traffic Model Update

Background:

At the December STA Board meeting, data to be used to prepare the 2000 Solano Countywide Model was presented. Several members of the Board requested additional time to review the data with their staff.

Since the last meetings a few minor changes were submitted from City of Benicia and Suisun City. The City of Rio Vista also requested that the traffic counts recently taken for the Highway 12 Major Investment Study be incorporated into the data.

The model includes all of the existing land uses and the currently adopted general plan land uses and planned roadway networks from each of the eight STA jurisdictions. The countywide model is intended to complement city models and is not intended to duplicate or replace local models. It will mainly be used to help predict traffic volumes on major intercity roadways having countywide significance such as the Jepson Parkway, I-80, I-680 and Highway 12.

Discussion:

Based on the input received at the last STA Board meeting, the following refinements are being made to the model:

- A few modifications to the road networks (i.e. number of proposed lanes) for a few streets in the cities of Benicia and Suisun City.
- At the request of the City of Rio Vista, recent traffic counts from the Highway 12 MIS study are being incorporated into the model.

Additional work will be prepared for the projected traffic volumes and levels of services for the years 2005, 2010, 2015, 2020 and 2025. Once these projections are completed, they will be brought back to the STA Board and TAC and for final review and approval.

Attached is a summary of the process methodology and use of model as requested by the STA Board.

Fiscal Impact:

None

Recommendation:

Approve the following data to be used to prepare the 2000 Solano Countywide Traffic Model: 1.) Existing and general plan land use data for 2000-2025 provided by each of the member jurisdictions; 2.) Road system network for 2000-2025; 3.) Traffic Analysis Zone boundaries; and 4.) Year 2000 peak hour traffic volumes

Attachment

Solano Countywide Traffic Model

Summary of General Process, Methodology and Use

Process

- This model update process commenced in 1997-98 and a modeling subcommittee of the STA TAC has met a number of times to discuss and provide input on the approach to provide a highly professional and accurate model.
- Planned land uses, roadway networks, and timing of improvements were based on each STA jurisdiction's best available data and assumptions on future land use and roadway improvements as proposed in the city or county general plan and/or related developer agreements.
- All of the core data was circulated to all the STA member jurisdictions on several occasions will full opportunity to makes comments and revisions.
- Ken Harms, traffic modeler, incorporated the various data and comments received from each of the STA member jurisdictions to make the model as accurate as possible. Ron Milam, Fehr and Peers Assoc., also provided oversight and review.
- Traffic volumes include all existing available traffic counts from member jurisdictions, and recent traffic counts conducted by Fehr and Peers Associates and Korve Engineering.

Methodology

- The overall methodology to develop the model is based on a collaborative effort of all eight STA member jurisdictions and the traffic modeler, with input and oversight from Fehr and Peers Associates.
- The model uses the "best modeling practices" used throughout the region and the state.
- This modeling tool is intended only to project traffic volumes and levels of service for major intercity arterials, highways and freeways and will not supercede or be used for the same purposes as local city models.

Use of the Model

- The Countywide Traffic model will be used for the Comprehensive Transportation Plan, I-80/680/780 Corridor Study, Highway 12 MIS and the Jepson Parkway EIS/EIR. An opportunity to update the model in two years will be available if any of the cities change their general plans.

- The model is also made available to each of the STA member agencies if they would like to request special runs for proposed general plan amendments or environmental studies for new, unanticipated projects.
- Caltrans will also be using the model to help design and improve the I-80/680 interchange and the Highway 12 project.



DATE: January 3, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Draft 2001 STA Legislative Platform and Priorities

Background:

The Draft 2001 STA Legislative Platform and Priorities report was presented to the STA Board in December for initial review and comments. Copies were distributed to members of the STA TAC and SolanoLinks Consortium in November.

In December, STA staff received copies of the legislative priorities for the Self-Help Counties Coalition and the Metropolitan Transportation Commission. Based upon STA staff review several additional policies have been added to the STA's 2001 STA Legislative Platform (see items VI.16 & 17). On December 20, 2000, both the STA TAC and SolanoLinks Consortium unanimously endorsed the Draft 2001 STA Legislative Platforms and Priorities.

Recommendation:

Approve adoption of the STA's 2001 Legislative Platform and Priorities

Attachment

**Solano Transportation Authority
2001 Legislative Priorities and Platform**

DRAFT

Italics – new language

~~Strikethrough—deleted language~~

LEGISLATIVE PRIORITIES

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure. ~~(Examples include: SCA 3, ACA 24, the Governor's transportation package expected in March/April 2000)~~
2. *Support project funding for the I-80/I-680 Interchange*
3. Support ~~the full project~~ funding for the Jepson Parkway.
4. Support ~~additional~~ *new operational* funding for a third ferry boat for Vallejo.
5. Support ~~additional~~ *new operational* funding for additional Capitol Corridors rail service in Solano County.
6. Support ~~additional~~ *new operational* funding for inter-city transit in Solano County.
7. ~~Oppose legislative proposals to reduce Solano County's representation on MTC and STA's role in transportation planning and the allocation of transportation funds.~~
7. *Support the extension of the 55% vote threshold to transportation infrastructure (SCA 3)*

LEGISLATIVE PLATFORM

I. AIR QUALITY

1. Sponsor use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.
2. Support legislation and regulations ensuring consistency between the California Clean Air Act and the federal Clean Air Act's transportation control measures and other requirements.
3. Monitor any changes to the conformity process involving the state implementation plan under the federal Clean Air Act.
4. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions are used to support transportation programs that provide congestion relief or benefit air quality.
5. Monitor legislation providing infrastructure for low and zero emission vehicles.
6. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.
7. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.
8. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
9. Support eliminating the 10 percent cap on California's share of U.S. Clean Air Act planning fund.
10. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
12. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.

II. AMERICANS WITH DISABILITIES ACT

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

III. ALTERNATIVE MODES (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Support consistent and standardized monitoring of High Occupancy Vehicle (HOV) lane performance by Caltrans.
3. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
4. Monitor legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

IV. CONGESTION MANAGEMENT

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

V. EMPLOYEE RELATIONS

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

2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation and regulations affecting labor relations, employee rights, benefits and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal, fiduciary responsibility to taxpayers.

VI. FUNDING

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.
3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 45 of 1997 reforming transportation planning and programming.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.
6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.
7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

10. Monitor and react as necessary to any proposed TEA-21 mid-term corrections bill.
11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.
12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local street and road maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.
16. *Support the permanent dedication of Motor Vehicle Fuel Sales Taxes exclusively for transportation services (to include a TCRP split of 40% local streets and roads, 40% STIP, 20% STAF).*
17. *Support the preservation of the existing transportation funding structure (SB 45).*

VII. LIABILITY

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.
2. Support legislation shielding public agencies from liability or loss in connection with Year 2000 computer malfunctions.

VIII. PARATRANSIT

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.
2. *Support re-authorization of 5307 which provides 10% off the top funding through 2003 for Paratransit operations.*

IX. PROJECT DELIVERY

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost savings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

X. RAIL/FERRY

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service whether state or locally administered.

3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

XI. SAFETY

1. In partnership with other affected agencies, sponsor extension of the Service Authority for Abandoned Vehicles Act.
2. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

XII. TRANSIT

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.
5. Due to the elimination/reduction of Federal transit operating subsidies, support legislation to also eliminate or ease Federal requirements and regulations regarding transit operations.



DATE: January 4, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: YSAQMD Clean Air Fund Program Screening Committee

History:

Similar to the 2000-01 funding cycle, YSAQMD has requested that a screening committee, consisting of STA Board members along with Solano County YSAQMD Board Members, screen all Clean Air Fund applications originating from Solano County and recommend projects and funding amounts for next year.

Discussion:

The final submittal deadline to the YSAQMD is February 23, 2001. Therefore, the deadline for draft applications to the STA has been set for February 9 and the screening committee should meet the week of February 13-16 to allow enough time to submit final applications.

It is proposed that a screening committee consisting of two STA Board members be appointed from any of the Solano YSAQMD jurisdictions including the cities of Dixon, Rio Vista, Vacaville or the County of Solano.

In addition, the Solano YSAQMD Board members would be invited to attend the screening committee and participate in recommending projects. A screening meeting is tentatively scheduled on February 15 or 16.

Recommendation:

Appoint two STA Board Members to the screening committee for the YSAQMD Clean Air Fund Program.



DATE: January 3, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Solano Comprehensive Transportation Plan

Discussion:

Alternative Modes Element, Countywide Bicycle Plan: The comment period for the Solano Countywide Bicycle Plan has ended and staff is now preparing responses to each comment. Approximately 15 individuals participated in the public meeting and there were about 10 written comment letters. Staff and Alta Transportation Consultants are now making appropriate modifications to the Plan during the next two weeks with the goal of completing the plan by the February or March STA Board meeting.

Arterials, Highways and Freeways Element, Phase 2: The Functional Road Classification maps for north and south county were recently added to the web site. Fehr and Peers Associates, transportation consultants, are commencing Phase 2 of the Comprehensive Transportation Plan. This will include the development of proposed policies, performance measures, alternative scenarios, and the development of consistent format for all three major elements.

Transit Element: Wilbur Smith Associates continues to develop proposed countywide station selection criteria and ridership projections for each of the three proposed rail stations. Also, an existing conditions report on all Solano intercity transit routes is in process.

Community Input Process: The public questionnaire has been posted on the STA web site (www.solanolinks.com) to give the public further opportunity to comment on the priorities for the plan. Staff is continuing to keep track of the number and type of comments made.

Transportation Steering Committee: The Transportation Steering Committee recently met and discussed the overall approach, schedule, and content of the entire plan.

Subcommittee Meetings: All of the subcommittees will be scheduled to meet during the next 2-3 months:

Alternative Modes	January 17, 2001, 3:30 p.m.
Transit (rails, ferry and bus)	February (actual date TBD)
Arterials, Highways, Freeways	February or March (actual date TBD)

More details will be provided prior to each meeting.

Recommendation:

Informational



DATE: January 3, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: I-80/680 Interchange Status Report

Background:

On November 15, 2000, STA and Fairfield staff met with Caltrans staff to discuss a draft project study report (PSR) of the Green Valley Road Interchange. This project had previously been recognized by STA staff and others to be the next logical segment for funding consideration for the overall I-80/I-680 Interchange. Issues discussed at the November 15 meeting included the need for an enhanced Purpose and Need statement for the PSR, and the contention by Caltrans Highway Operations staff that the Green Valley project may exacerbate traffic congestion on I-80. Another meeting with Caltrans staff to discuss the feasibility of an expedited PSR for the Green Valley Interchange project took place on December 18, 2000. In addition to the I-80 traffic issue, Caltrans staff relayed FHWA concerns about the project. Essentially, the FHWA is pushing for Corridor Study completion before committing to the next step. The FHWA is concerned about "piece-mealing" the project and does not believe the Green Valley project shows independent utility.

In recognition of the above-mentioned concerns and short-term objections voiced by Caltrans and FHWA and the importance of completing the study on a timely basis for the I-80/I-680 Interchange to secure eligibility for the 2002 STIP and the next federal reauthorization, STA staff recommends that the pursuit of a PSR for the proposed Green Valley Interchange be postponed until after completion of the I-80/I-680 segment of the Corridor Study which includes an interchange design.

Recommendation:

Informational



DATE: January 3, 2001
TO: STA Board
FROM: Elizabeth Richards, Program Manager
RE: FasTRAK – Transit Operators

Background:

FasTRAK, a Caltrans project, is an electronic toll collection system which allows individuals to prepay bridge tolls thus eliminating the need to stop at the toll plazas. Individuals who receive a FasTRAK transponder attach it to their windshield. Whenever they pass through a FasTRAK lane, the toll is deducted from their prepaid account. Besides the ease of payment, vehicles avoid queuing and may pass through the exclusive FasTRAK lane at 25mph. FasTRAK has been on the Carquinez Bridge for several years. In November, FasTRAK was expanded to all Bay Area bridges. When FasTRAK was implemented on the Benicia Martinez Bridge, it raised some issues for Solano vanpools and buses.

The Carquinez Bridge has not only an exclusive FasTRAK lane but also an exclusive high-occupant-vehicle (HOV) lane. According to bridge toll policy effective on all Bay Area Caltrans Bridges, carpools with three or more people, vanpools and buses may use the HOV lane and cross toll-free during peak periods. In addition, 24-hours a day buses and vanpools with 11-15 passengers may cross bridges toll-free. On the Carquinez Bridge the HOV lane is only open during peak periods, so the large vanpools and buses must queue up in the mixed-flow toll lanes during non-peak hours. Yet the FasTRAK lane, which is used by single-occupant-vehicles (SOVs), may be used 24 hours a day.

On the Benicia Martinez Bridge, there has not been an HOV exclusive lane at any time. Eligible carpools, vanpools and buses have had to queue in mixed-flow lanes even during peak hours. With the implementation of FasTRAK on the Benicia Bridge, a lane was dedicated exclusively for FasTRAK. This results in single-occupant-vehicles (SOVs) using the FasTRAK lane enjoying significant time savings while carpools, vanpoolers, and buses queue in mixed-use lanes during peak and non-peak hours. The carpools, vanpoolers and buses do retain their toll-free status but do not enjoy the time savings.

Discussion:

Commuter vanpools with 11-15 passengers must register with Caltrans to qualify as a "commuter bus" for the purpose of qualifying for the 24-hour toll-free bridge passage. In light of this and the FasTRAK project both being under the domain of Caltrans, STA Staff requested that the larger vanpools and buses be electronically exempt from the FasTRAK payment system. This would maintain an incentive for commuters to use HOVs rather than SOVs crossing the bridges.

Caltrans had intended to do this at some point. MTC has written to Caltrans requesting this be accomplished as soon as possible. There have been various degrees of progress on achieving this.

Fairfield/Suisun Transit's Route 40 that travels between Solano and Pleasant Hill BART station has set up a non-revenue account and installed transponders on their buses. Benicia Transit and Vallejo Transit have been informed of how to arrange to have transponders on their buses so they can enjoy easier crossings of the Benicia and Carquinez bridges 24 hours a day.

Larger vanpools who must register with Caltrans are likely to be the next group that can be accommodated. This would benefit vanpools crossing both the Carquinez during non-peak hours and the Benicia bridge during peak and non-peak hours.

Accommodating vanpools with 7-10 passengers and carpools with 3 or more passengers may be more difficult to handle on the Benicia Bridge. STA will continue to monitor the situation and assist in identifying solutions that will benefit Solano carpools and vanpoolers.

Recommendation:

For information only.



DATE: January 3, 2001
 TO: STA Board
 FROM: Robert Guerrero, Planning Assistant
 RE: Funding Opportunities (For Information Only)

Fund Source	Application Available From	Applications Due
BAAQMD TFCA Program Manager Funds	Dan Christians STA (707) 422-6491	February 15, 2001
YSAQMD Clean Air Fund Program	Jim Antone YSAQMD (530) 757-3653	Preliminary application due to STA by February 9, 2001. Final Applications Due: February 23, 2001
Section 5310 Bus Purchase Program	Alix Bockelman MTC (510) 464-7850	Applications Due: February 27, 2001
Transportation for Livable Communities Program (Capital)	Karen Frick MTC (510) 464-7704	Applications will be available in late December. Applications Due: March 2001
Safe Route to Schools, Second Cycle	Rich Monroe Local Assistance Engineer District 4 (510) 286-5226	March 1, 2001
Electric Peak Load Efficiency Grant Program for Replacement of Incandescent Traffic Signals with LED Traffic Signals	Virginia Lew LED Program Element Coordinator (916) 654-3838	March 1, 2001
Bay Trail Program	Janet McBride ABAG, Bay Trail Coordinator (510) 464-7935	Call for projects will begin in January 2001. Applications Due: April 6, 2001



FUNDING OPPORTUNITY:

*BAAQMD Transportation Fund for Clean Air Program
(40% Program Manager Funds)*

Applications Due: February 15, 2001

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and universities in south Solano County are eligible.

Program Description: This is an air quality program to provide grants to local agencies for clean air projects.

Funding Available: A remaining fund balance of \$108,000 is available for 2000-01. An additional \$315,000 is expected for 2001-02.

Eligible Projects: Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

Further Details: Contact the Solano Transportation Authority for application material, program guidelines, and any other additional information about the Solano Transportation Fund for Clean Air.

Program Contact Person: Dan Christians, Deputy Director for Planning, (707) 438-0654.



FUNDING OPPORTUNITY:

YSAQMD Clean Air Funds Program FY 2001/2002

*Applications Due: to STA by February 9, 2001; Final to
YSAQMD by February 23, 2001*

TO: STA Board

FROM: Jennifer Tongson, Projects Intern

This summary of the Yolo-Solano Air Quality Management District (YSAQMD) Clean Air Funds Program is intended to assist jurisdictions that are eligible for the program. Please obtain the actual program's application material for complete information. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and County of Solano

Program Description: The YSAQMD Clean Air Funds Program provides grants to local agencies to implement various clean air projects including transit, bicycle routes and electric vehicles.

Funding Available: Approximately \$250,000 will be available for STA member jurisdictions.

Eligible Projects: Clean air vehicles, transit routes, bicycle routes, pedestrian paths, clean air programs, and ridesharing.

Further Details: Each year this discretionary program funds various clean air projects that result in reduction of air emissions. The District will require Emission Reduction and Cost Effectiveness Calculations for projects that receive more than \$10,000 in District Clean Air Funds.

Program Contact Person: Jim Antone, YSAQMD (530) 757-3653

STA Contact Person: Jennifer Tongson, Projects Intern, (707) 422-6491.



FUNDING OPPORTUNITY:

Section 5310 Bus Purchase Program

Applications Due: February 27, 2001

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the Section 5310 Bus Purchase Program is intended to assist jurisdictions to prepare for the FY 2001-02 application period. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors: Private nonprofit corporations and public agencies where no nonprofits are readily available to provide the proposed service or that have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.
- Program Description: Section 5310 Bus Purchase Program provides capital grants for the purpose of meeting transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient, or inappropriate.
- Funding Available: Approximately \$8.5 million in 2001-02. Agencies are required to provide at least 20% local match.
- Eligible Equipment: Transit Accessible vans and buses, communication equipment, and computer hardware and software.
- Further Details: Please contact MTC or STA for appropriate forms. Applications and program guidelines can also be obtained at www.dot.ca.gov/hq/MassTrans/applicat.htm.
- Program Contact Person: Kate Miller, Metropolitan Transportation Commission, (510) 464-7722.
- STA Contact Person: Robert Guerrero, Planning Assistant, (707) 422-6491
-



FUNDING OPPORTUNITY:

Transportation for Livable Communities Program (Capital)

Applications Due: March 2001

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the Transportation for Livable Communities (TLC) program funds is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions on this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Local jurisdictions, transportation agencies, and non-profit organizations from the Bay Area.

Program Description: The Transportation for Livable Communities (TLC) program has planning grants available to work with local areas to develop and plan community-oriented transportation projects. Applications will be available in late January 2001.

Funding Available: Approximately \$9 million is available for this year's call for projects. One more cycle of \$9 million will occur in about a year. TLC capital project funding request should be between \$150,000 to \$2 million. At least 11.5% local match is required.

Eligible Projects: Eligible capital projects include pedestrian and bicycle improvements, bus shelters/ bulbs, and landscaping on or with eligible roadway routes or transit projects.

Further Details: The TLC program is financed with federal funds made available through a combination of federal congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Transportation Enhancements Program funds. The Metropolitan Transportation Commission (MTC) is expected to mail applications during January with applications due in March.

Program Contact Person: Karen Frick, Metropolitan Transportation Commission, (510) 464-7704 or kfrick@mtc.ca.gov.

STA Contact Person: Robert Guerrero, Planning Assistant (707) 422-6491.



FUNDING OPPORTUNITY:
Safe Routes To School (SR2S), Cycle II
Applications Due: March 1, 2001

TO: STA Board
FROM: Robert Guerrero, Planning Assistant

This summary of the Safe Routes to School 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: City and County Agencies, Regional Transportation Planning Agencies, and/ or any government agency authorized to construct improvements on public roads or facilities.

Program Description: This program is now in its second year of a two-year demonstration period. Caltrans administers the Safe Routes to School Program and use federal funds for construction of bicycle, pedestrian safety, and traffic calming projects.

Funding Available: \$20 million dollars available for Cycle 2 Projects. The federal reimbursement ratio is 90%, with a 10% local match. Maximum federal grants can not exceed \$450,000.

Eligible Projects: Project categories include: sidewalk improvements, traffic calming & speed reduction, pedestrian/ bicycle crossing improvements, and traffic diversion improvements.

Further Details: Activities related to "education" or "enforcement" are eligible when costs are related to the construction. Details can be found on Caltrans' internet site at www.dot.ca.gov.

Program Contact Person: Rich Monroe, Local Assistance Engineer District 4, (510) 286-5226.

STA Contact Person: Robert Guerrero, Planning Assistant, (707) 422-6491



FUNDING OPPORTUNITY:

AB 970 Electricity Peak Load Efficiency Grant Program for LED Traffic Signals

Applications Due: March 1, 2001

TO: STA Board

FROM: Jennifer Tongson, Project Intern

This summary of the Electricity Peak Load Efficiency Grant 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: Public agencies that own and/or operate traffic signals during peak periods. Peak period is defined as the hours of 2:00 p.m. to 6:00 p.m. on non-holiday weekdays during the months of June through September, with typical or average operating conditions.
- Program Description: The California Energy Commission will provide grants to encourage the replacement of incandescent traffic signals with those using LEDs.
- Funding Available: \$10 million available. Subject to change. Grant will pay 50% of the total project cost. Local match will pay the remaining 50%.
- Eligible Projects: Replacement of incandescent traffic signal modules with those using LEDs. (Please contact the STA for specific eligibility requirements.)
- Further Details: The Commission is accepting grant requests on a first come first serve basis through March 1, 2001. To receive grant funds all participants must complete project installation and must have operational LED traffic signals by June 1, 2001. The maximum grant amount per public agency is \$3.5 million, with no minimum amount. Guidelines are posted on their webpage – www.energy.ca.gov/efficiency/ab970.
- Program Contact Person: Virginia Lew, LED Program Element Coordinator, (916) 654-3838
- STA Contact Person: Jennifer Tongson, Projects Intern, (707) 422-6491.
-



FUNDING OPPORTUNITY:

Bay Trail Program

Applications Due: April 6, 2001

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

This summary of the 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: Planning and construction grants for segments of the Bay Trail.

Funding Available: \$7.5 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: The Bay Trail appropriation increased threefold, from \$2.5 million to \$7.5 million in July 2000. Bay Trail staff are reworking grant guidelines and strategizing how to leverage the best possible results from this funding. STA staff will follow developments as they take place and keep members informed on important future dates and funding application requirements.

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

STA Contact Person: Robert Guerrero, Planning Assistant (707) 422-6491.
