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Members:

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

MEETING NOTICE

**February 14, 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:

- Marci Coglianesse, Chair
City of Rio Vista
- John Silva, Vice Chair
County of Solano
- 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
- Dan Donahue
City of Vallejo

STA Alternates:

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

ITEM

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

BOARD/STAFF PERSON

Chair Coglianesse

- III. OPPORTUNITY FOR PUBLIC COMMENT**
(6:05- 6:10 p.m.)
- IV. INTRODUCTION AND SWEARING-IN OF NEW STA BOARD ALTERNATES** (6:10-6:15 p.m.) Stacy Medley
- V. EXECUTIVE DIRECTOR'S REPORT** (6:15-6:20 p.m.) – Pg 1 Daryl K. Halls
- VI. PROCLAMATION FOR RETIRING SOLANO COUNTY DIRECTOR OF TRANSPORTATION, JOHN GRAY**
(6:20-6:25 p.m.) Daryl K. Halls
- VII. COMMENTS/UPDATE FROM STAFF, CALTRANS AND MTC**
- A. Presentation by The Ferguson Group** Mike Miller
(6:25-6:30 p.m.)
- VIII. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion (Note: Items under consent calendar may be removed for separate discussion)
(6:30-6:35 p.m.) – Pg 43
- A. Approve STA Board Minutes of January 10, 2001** – Pg 45 Stacy Medley
- B. Approve Draft STA TAC Minutes for January 31, 2001** – Pg 51 Kim Cassidy
- C. Extend Terms for Existing Paratransit Coordinating Council Members and Appoint New Member** Robert Guerrero
Recommendation: Approve the re-appointments and proposed appointment of Richard Broaddus to the Solano Paratransit Coordinating Council – Pg 57
- D. PCC Letters of Documentation on FTA Section 5310 Applications for USARC/PACE and Ride with Pride** Robert Guerrero
Recommendation: Authorize the PCC to send Letters of Documentation and Support on FTA Section 5310 Applications for USARC/PACE and Ride with Pride – Pg 61
- E. Co-Sponsorship of YSAQMD Green Award** Elizabeth Richards
Recommendation: Support the YSAQMD by being a participating Agency in developing and implementing a Green Award program for Solano businesses – Pg 71

- F. Time Extension for TCI Funded Park and Ride Lot near Suisun City Amtrak Station** Dan Christians
Recommendation: Approve authorizing the STA to forward a request to the CTC to approve a time extension for the TCI – funded park and ride lot project near the Suisun City Amtrak Capitol Corridor Station – Pg 75
- G. STA Second Quarter Budget Report** Stacy Medley
Recommendation: Receive and file the second quarter STA Quarterly Report – Pg 81
- H. Resolution of Support for STA Credit Card** Daryl K.Halls
Recommendation: 1.) Approve resolution establishing an STA Bank of America credit card, 2.) Authorize Executive Director to open a credit card account for use by Executive Director and Office Manager 3.) Direct staff to return to the Board no later than March 2001 with credit card policies and procedures as part of the STA's update of its policies and procedures – Pg 85
- I. Future STA Office Lease** Daryl K. Halls
Recommendation: Authorize the Executive Director to negotiate entrance into a five year office lease for a 5,000 square feet office located at One Harbor Center, Suisun City – Pg 93
- J. 2001-02 STA Budget Development** Daryl Halls
Recommendation: Approve schedule for development and completion of STA's 2001/02 budget – Pg 95

IX. ACTION ITEMS – FINANCIAL

- A. YSAQMD Funding Phase Out Plan for Route 30 And 40** John Harris
Recommendation: Approve the recommended phase-out plans of YSAQMD funding for the Route 30 and the Route 40 (6:35-6:40 p.m.)– Pg 97
- B. Annual STA Board Retreat** Daryl Halls
Recommendation: 1.) Approve setting date, time and location for special STA Board retreat for March 16 at 9:30 a.m. at Hiddenbrooke in Vallejo, 2.) Designate Executive Committee to work with staff to develop meeting agenda and specifics for Board consideration on March 14 (6:40-6:45 p.m.)–Pg 101

X. ACTION ITEMS – NON FINANCIAL

- A. I-80/680 Interchange and I-80/680/780 Corridor Study Status Report** Daryl Halls
Recommendation: 1.) Approve STA TAC participants for seven segments of corridor study and 2.) Designate Arterials, Highways

and Freeways Subcommittee to serve as Subcommittee for I-80/680/780 corridor study and 3.) Approve initial schedule for I-80/680 Interchange and I-80/680/780 corridor study (6:45-6:50 p.m.)—Pg 111

- B. Preliminary Unmet Transit Needs Response for 2001-02** John Harris
Recommendation: Approve staff responses to MTC's preliminary 23 unmet transit needs (6:50-6:55 p.m.)—Pg 117
- C. Countywide Trails Plan** Dan Christians
Recommendation: Approve application for funding and authorize preparation of Countywide Trails Plan in conjunction with the Solano County Department of Environmental Management (6:55-7:00 p.m.)—Pg 123

XI. INFORMATION ITEMS (Discussion Necessary)

- A. Vanpool Week Promotion** Elizabeth Richards
Informational (7:00-7:05 p.m.) – Pg 125
- B. Regional Transportation Plan (RTP) Schedule** Dan Christians
Informational (7:05-7:10 p.m.) – Pg 127
- C. Solano Comprehensive Transportation Plan** Dan Christians
Informational (7:10-7:15 p.m.) – Pg 129
- D. Project Monitoring Program** Jennifer Tongson
Informational (7:15-7:20 p.m.) – Pg 131

(No Discussion Necessary)

- E. Status of Carquinez and Benicia-Martinez Bridge Projects** John Harris
Informational – Pg 153
- F. YSAQMD Subcommittee Meeting to Review and Comment on 2001-02 Clean Air Fund Applications** Dan Christians
Informational – Pg 155
- G. Applications and Call for Projects for 2001-02 Solano TFCA Program** Dan Christians
Informational – Pg 157
- H. Status of STIP-Funded Projects with June 30, 2001 Allocation Date** John Harris
Informational – Pg 159
- I. Highway 12 MIS Status Report** Dan Christians
Informational – Pg 163

- J. State Transit Assistance Funds (STAF) Call for Projects** John Harris
Informational – Pg 165
- K. Red Top Slide Status** John Harris
Informational – Pg 167
- L. Jepson Parkway Section 404 Project Purpose
And Need Statement** Dan Christians
Informational – Pg 169
- XII. FUNDING OPPORTUNITIES - (For Information Only)** Robert Guerrero
– Pg 179
- XIII. BOARD MEMBERS COMMENTS**
- XIV. ADJOURNMENT** (Next meeting: March 14, 2001, Suisun City Hall)



DATE: February 8, 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.

*** STA Board Retreat**

Staff is working to schedule a Board Retreat to discuss several key policy issues (see agenda item) that affect STA's development of the Comprehensive Transportation Plan, the I-80/680 Interchange, the I-80/680/780 Corridor Study, priorities for inclusion in the RTP, and our federal and state advocacy efforts.

*** Caltrans District IV Loses Two Key Management Staff**

Last week, I learned that two top ranking management staff at Caltrans District IV are leaving. Denis Mulligan, the Program Manager for the Toll Bridge Program, is leaving at the end of February to become the new chief engineer for the Golden Gate Bridge District. Dianne Steinhauser, District Division Chief for the Design East, is also leaving at the end of this month to become the new Funding and Programming Manager at MTC. These departures are systemic of the loss of key District IV's top management staff. STA staff is working hard to minimize the effect on Solano County's priority projects as Caltrans scrambles to fill these key spots.

*** Countywide Traffic Model Under Review by Caltrans and MTC**

Dan Christians, our Countywide Modeler (Ken Harms - City of Fairfield), and several of our modeling consultants (Ron Milam-Fehr and Peers, and Paul Menaker-Korve Engineering) have met with Caltrans' Traffic Operation staff and MTC's Regional Modeling Staff to ensure the STA's Countywide Traffic Model has the blessing of both agencies. When completed, this will greatly assist the STA in ensuring timely, accurate and consistent modeling and traffic data for use in the Comprehensive Transportation Plan, corridor studies (I-80/680/780, Highway 12 MIS and Jameson Canyon, and Jepson Parkway), the RTP, and for Caltrans' traffic analysis of projects in Solano County.

* **I-80/680 Study Underway**

The past few weeks, John Harris and I have been working diligently with our two project consultants and Caltrans staff from District IV and Headquarters to ensure I-80/680 interchange redesign is completed in a timely manner and received Caltrans support and approval. Staff will provide a more detailed update at your meeting.

* **Transit Working Groups Hold Final Meetings**

On Monday, February 5th, John Harris and I met for the final time with the South County Transit Working Group to finalize their recommendations for Ferry Service, the Rail Service and Intercity Transit. Board Members Pierre Bidou, Dan Donahue and John Silva were joined by Benicia Mayor Steve Messina and both agencies' city managers (Dave Martinez and Otto Giuliani) and transit staff. These recommendations were also discussed with Vallejo Mayor Tony Intintoli.

Previously, the North County Transit Working Group held their final meeting and reviewed recommendations for Transit Routes 30 and 40. Staff is preparing a summary of these meetings and a series of funding agreements for consideration by the STA Board in March.

In addition, Jim Spering is leading an effort by the four North Bay CMA's to pressure MTC to restore a portion of the transit operating funds shifted a way from the North Bay and small operators as part of MTC's new Express Bus Program.

* **STA/SCI Rideshare Presentation for Napa County**

On February 21, Elizabeth Richards and I are scheduled to present a draft work program to the Board of Directors for the Napa County Transportation Planning Agency. As part of their regional ridesharing grant, SCI provides rideshare services for Solano and Napa County. This is the first time the NCTPA has been requested to review and adopt a work plan. We have also discussed with NCTPA's Executive Director an interest in dedicating some of Napa's future TFCA funds for additional rideshare services.

* **State and Federal Advocacy Updates**

On February 7, I spent the afternoon with Josh Shaw and Paul Yoder in Sacramento meeting with key staff from Caltrans' Headquarters, the Senate and Assembly Transportation Committees, and Solano's legislative offices. I will provide you a verbal update at the meeting.

I have been working with Chuck Lamoree and the city managers from Fairfield, Vacaville and Vallejo to finalize an agreement with the Ferguson Group. Mike Miller (Ferguson Group) will be attending the Board Meeting to discuss the Federal Reauthorization process and to answer your questions.

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.

**STA Project Development Fund
2001 Priority Projects - Status Report
(listed in alphabetical order)**

Project Lead Agency	Allotted PDF Funds	Matching Funds	Claimed PDF Funds	Status
Benicia-Martinez and Carquinez Bridge Projects Benicia, Caltrans, STA, Vallejo	*	*	*	-Projects initiated with construction to be completed by 2003. Carquinez Bridge Groundbreaking in March 2000. Schedule completion to conclude in late 2003.
Capitol Corridor Rail Facilities Plan and Expanded Service CCJPB, STA	\$250,000	*	*	-TCI grant for obligation approved by CTC on 5/20/00. Funding agreement being developed.
Comprehensive Transportation Plan	\$115,000	\$56,181	*	-Plan underway. Public input meetings completed. Bicycle Plan Draft Completed
Enhanced Transit Service on I-80, I-680, and I-780	*	*	*	-Short term issue identified. Transit Plan initiated. Express bus proposals under development.
Highway 12 (Jameson Canyon) EIS/EIR	*	*	*	-\$7 million in TCRP funds. Caltrans developing project schedule.
Highway 12 Major Investment Study	\$100,000	\$15,866	*	-Study underway. Existing conditions report done.
Highway 12 SHOPP project	*	*	*	-Project underway
Highway 37 Project	*	*	*	-Project fully funded - 95% plans near completion. STA approved a modification to the contract to construct landscaping in 2003-04 and to delay construction to the 2003-2005 period, STA Board approved funding amendment on 7/12/00.
Highway 113 SHOPP	*	*	*	-Pending
I-80/505 Weave Correction PSR	*	*	*	Project study report initiated by Caltrans. Completion targeted by August 2001.
I-80/680 Interchange	*	*	*	-Funded by Caltrans. Construction initially scheduled for 2003-04. STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects in early 2003. Caltrans requested ITIP funding for project cost increases with redesign underway for entire Interchange.
I-80/680/780 Corridor Study	\$1,000,000	*	*	-PDT funded
Jepson Parkway Project	\$491,000	\$59,237	*	-Funded by Caltrans. Construction initially scheduled for 2003-04. STA working with Caltrans to accelerate the schedule to complete construction prior to the two bridge projects in early 2003. Caltrans requested ITIP funding for project cost increases with Concept Plan completed. NEPA 404 underway
Project Monitoring (local projects)	\$20,000	\$6,626	*	-Ongoing
Red Top Slide SHOPP Project	*	*	*	-Monitoring mitigation efforts by Caltrans. Congressional summit held 12/17; draft PSR released. Approved for SHOPP funds by CTC on 5/10/00. STA subcommittee formed to review emergency plan. Next Red Top meeting scheduled for 10/5/00. Approved design sequence pilot project
Solano Bike Project	*	*	*	-Under construction
Solano Commuter Information Work Program	*	*	*	-Program adopted. Implementation underway
SolanoWorks Transit Plan	*	*	*	-Plan being updated
STA Marketing Program	\$55,000	\$7,525	*	-Pending
Vallejo Baylink Ferry Support and Operational Funds	*	*	*	-Pursuing Federal and State funds
TOTAL	\$2,031,000	\$145,435	\$0	
		\$2,176,435		

* No funds allotted at this time

Solano Transportation Authority
Acronyms List
Updated 2/7/01

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	SRTP	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



SHAW/YODER, inc.
LEGISLATIVE ADVOCACY

February 6, 2001

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

Fm: Shaw / Yoder, Inc.

Re: Status Report

New Transportation Committee Appointments

New transportation committee assignments have been announced and are as follows:

Senate Transportation Committee: Murray (Chairman), McClintock (Vice-Chairman), Brulte, Costa, Dunn, Figueroa, Karnette, Monteith, Morrow, Perata, Scott, Soto, Speier and Torlakson.

Assembly Transportation Committee: Dutra (Chairman), Rod Pacheco (Vice-Chairman), Bates, Firebaugh, Florez, Hollingsworth, La Suer, Leslie, Liu, Longville, Mountjoy, Nakano, Oropeza, Simitian, Strom-Martin and Vargas.

Assembly Budget Subcommittee 5 on Information Technology and Transportation: Firebaugh (Chairman), Dutra, Florez, Kelley, Maldonado and Oropeza.

The members of the Senate Budget Subcommittee on Resources, Environmental Protection, Judiciary and Transportation have not yet been announced.

As you can see, no member of the Solano County legislative delegation is, as of yet, on any of the policy or fiscal committees that deal with transportation issues.

Extension of the Dedication of Sales Tax on Gas for Transportation Beyond 7/1/06

The sales tax on the gas tax that is currently dedicated to funding last year's transportation relief package is set to expire 7/1/06. One thing that all transportation interests seem to agree on is that the revenue source should continue to be dedicated to transportation beyond 7/1/06. This dedication could continue in statute or possibly be placed in the constitution.

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Memo to STA Board
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However, a skirmish may be brewing over how the revenues are distributed beyond 7/1/06. Currently, the revenues left over after funding the Governor's list of projects are distributed 40% to the State Transportation Improvement Plan (STIP), 40% to streets and roads and 20% to public transit operations. Some interests are advocating that each of the three recipient categories instead get one-third of the pot. Keep in mind, if the dedication of the revenues is extended it is possible that it could happen in an environment with no specific earmarks (i.e., the Governor's projects) to fund off the top. As we all know, under current law, the Governor's list of projects must be funded through 7/1/06. Conceivably, there could be much more money to fight over, in essence nearly triple what is currently available for the existing three pots, or approximately \$1 billion total annually. Thus, discussions on this topic are expected to be contentious.

General Outlook

The general mood in the Capitol with respect to the prospects for the State's 2001-02 budget is increasingly pessimistic as the energy crisis drags on. Staff to the respective budget subcommittees now take every opportunity to tell all interests to downplay their expectations for the coming budget year. However, if the State is able to stem the tide of general fund subsidies for power acquisition relatively quickly, and the surplus is ultimately closer to \$10 billion than \$8 billion, then there may yet be opportunities for budget augmentations in areas such as transportation.



Akers

WHY DID THE CHICKEN CROSS THE FREEWAY? BECAUSE IT COULD!

Mayors discuss county's future transportation woes

By Jason Massad
Staff writer

Rep.
(1-26-01)

Mayors from the area's six cities gathered Wednesday to hear transportation problems that Solano's residents and commuters could face down the road.

Daryl Halls, from the Solano Transportation Authority (STA), urged area leaders to look into the future to head off traffic and transportation problems anticipated for Solano.

Twenty years ago, I-80 didn't have much traffic, Halls said in his presentation. Today there is traffic congestion along the I-80 corridor, especially where it meets I-680, but the system has had no major improvements since that time.

Vacaville Mayor David Fleming said California's 33 million people will double in 20 years, and Solano's resi-

dents may feel this growth on the highways.

"I-80 is more and more congested and there are many commuters," said Fleming. "The problem with commuters will only get worse."

Projections for Solano County point to traffic problems in the future. The population is forecasted to increase from roughly 400,000 people to 550,000 in 20 years.

The agency has long-term plans for a system of railways, buses, ferries and bike ways that will provide more alternatives for Solano's residents to get around.

"People get frustrated driving; we need alternatives," said Fleming. "Currently the alternative means of transportation take longer than driving."

In the future, the Jepson Parkway Project could relieve some of the congested condi-

tions on I-80 near Vacaville and Fairfield. The parkway would start at Leisure Town Road and go south to Suisun City, with access to Fairfield.

Local travelers could use the parkway to avoid traffic on I-80. The 12-mile corridor will run through the proposed Vacaville-Fairfield Greenbelt.

The parkway project will use a mixture of federal, state and county funds to get the plan completed. Funding is most successful when the county invests in its own project and then looks for matching money from other sources, Halls said in his presentation.

"If you can't put up some money yourself, nobody gives

you anything," Vallejo Mayor Tony Intintoli said.

Fleming said in the case of the interstate highway system, state and federal officials have a degree of responsibility.

"They built the roads," he said. "We need to point out to the state and the fed their responsibility to take care of the highways."

Halls' presentation listed some daunting figures for area leaders to think about when expanding Solano County's transportation systems.

For instance, to construct a mile of local road it costs \$1.2 million. A high-speed ferry is \$10 million, and one local bus is \$300,000.

Silva named to transportation panel

(Jan. 25, 2001)

By Chris Dufek
STAFF WRITER

Benicia
Herald

The Solano County Transportation Authority elected County Supervisor John Silva as Vice Chair for 2001. Marci Coglianese was elected Chair of the Board of Directors. Both were elected to the posts at the January 10 meeting of the Transit Authority Board.

Silva is Benicia's representative on the Board of Supervisors. On the Transit Board, he represents residents of the unincorporated regions of Solano County. He also serves as Chair on the Arterials,

Freeways and Highways Committee for the Comprehensive Transportation Plan. Silva has been on the Transit Authority board since April 1999.

Coglianese has served on the Transit Board for 3-1/2 years and serves as Chair on the Highway 12 Major Investment Study Committee and as a member of the Alternative Modes Sub-committee for the Transit Authority's Comprehensive Transportation Plan.

At the meeting, the Transit Authority also adopted their Legislative Priorities for the coming state and federal legislative ses-

sions. The consultant contracts needed to initiate the I-80/680/780 corridor study were authorized and the Countywide Traffic Model update that will be used to develop the Solano Comprehensive Transportation Plan was approved.

Daryll Hall, Executive Director of the Transit Authority, said the corridor has been broken up into 7 segments that will be studied.

"This is really to plan the future of our highway system," he said.

The corridor study was described as a "number one priority" by the Transit Authority. The Governor's Transportation Relief

plan allocated \$13 million toward finding a way of relieving congestion on the corridor. The most recent study is 10-years old and the Transit Authority wants to look at factors such as high-occupancy vehicle lanes as a method of relieving congestion. Hall said other factors have come into play in the last ten years, such as bus service now being run along parts of the corridor, that change the nature of the project.

"It'll be a very comprehensive study and we'll be making an effort

See STA, page A6

STA

Continued from page A1

to get the public involved," Hall said.

Hall said the study will effect

Benicia in taking a new look at the needs of I-780 and the section of I-680 between the bridge and the I-80 interchange.

The study is expected to take 18 months to complete and is being done in partnership with Caltrans.

Rep.

(1.31.01)

Road warriors

Keep focused on our transit system woes

Not that they needed it, but Solano County mayors once again got an overview of Solano County's worsening transit dilemma last week. The picture of where we are headed in the next 20 years is not a pretty one.

The question we keep asking, because it must be posed repeatedly, is whether we will avoid total gridlock or whether we will be forced to dissolve it once it is here.

Daryl Halls, executive director of the Solano Transportation Authority, once again urged local leaders to look into the future to head off traffic and transportation problems anticipated for Solano County when he spoke at a monthly gathering of local mayors.

Looking back 20 years, when the trip from Dixon to Vallejo was a 70-mph breeze, is quite different from looking ahead 20 years from now and seeing the commute from Vacaville to Fairfield as a 7-mph grind. Mr. Hall's traveling transit show keeps pounding away at our need to attack today's and tomor-

row's problems today.

Most important is dispelling the myth that a better transportation system to and from Solano County will only worsen traffic by spurring new growth. If we

don't build it, they won't come? That is nonsense.

Vacaville Mayor David Fleming aptly noted last week that California's 33 million people will double in 20 years, and Solano

County's residents will feel this growth on local highways and roadways. It will not matter if we halt home building today and never create another house or home. Someone will be commuting somewhere.

And with an interstate freeway connecting Dixon to Vacaville to Fairfield to Vallejo, there will be more out-of-towners using "our" highway.

It underscores the need to develop our intracity roadways, such as the Jepson Parkway, which will give local travelers an alternative to the congested freeway. It also magnifies the need to lobby state and federal sources for improvements on interstates 80, 505 and 680.

“

If we don't build it, they won't come?

That is nonsense.

”

STA sets sights on transportation goals

By David Ryan
DAILY REPUBLIC

(1.11.01)

SUISUN CITY — The Solano Transportation Authority voted to stay in the rough and tumble of state and federal lobbying Wednesday with an ambitious set of legislative goals.

The STA unanimously approved its 2001 legislative platform, adding a push toward grabbing more of the state gas tax and a watchdog clause to make sure money for transportation programs for the disabled doesn't die when a federal code that provides money loses its life in 2003.

Priorities centered on more money for the ferry system

and the Interstate 80/ Interstate 680 remodel.

The cities of Fairfield, Vallejo and Vacaville banded together through the STA for a second year to hire lobbyists in Sacramento and Washington, D.C.

While the lobbying cost for local governments can range up to the hundreds of thousands, the return on investment so far has been in the tens of millions.

"We're going in early with a good lobbyist," STA Executive Director Daryl Halls said.

A major goal is retrieving local funding from the state

See STA, Back Page

STA From Page One

gas tax.

Transportation agencies across the state are leaning on the Legislature to devote the entire gas tax to transportation funds with 40 percent allocated to local transportation agencies in each county.

Beyond that, the STA wants to reach out for more money to add a third boat to the Vallejo ferry system.

"We're we've really targeted helping the ferry system," Halls said.

In other actions, the STA greenlighted \$1 million to study the I-80/I-680/I-780 corridor jointly with the State Department of Transportation. Around \$40,000 of that money is expected to go towards involving the public in discussions about the interchange, mostly spent in printing and mailing brochures and packets.

The STA also approved its list of priority projects for the new year. Topping the list was the I-80/I-680 interchange and development of a county transportation plan.

David Ryan can be reached at dryan@dailyrepublic.net.

A drive for volunteer drivers

Rep. (1.16.01)

The Solano Transportation Authority (STA) is looking for volunteers to serve on a committee that works with government agencies to improve transit services for the elderly, disabled, the poor and others who depend on public transportation. The Paratransit Coordinating Committee has five vacancies. It's also an advisory panel to the Metropolitan Transportation Commission and other government agencies that handle money for public transit.

The committee will play an important role in developing the Solano Comprehensive Transportation Plan, said STA representative Robert Guerrero. It meets at the Fairfield Community Center conference room at 1000 Kentucky St. The next two meetings are set for Friday and March 16 at 1:30 p.m. Call Guerrero at 422-6491 for details.

Transit system at forefront of budget proposal

By David Ryan
DAILY REPUBLIC

(1.12.01)

FAIRFIELD — Long dependent on infrastructure investments made in the 1950s and '60s, California's 50,000-mile network of roads and highways is getting a renewed interest at the highest levels of state government regardless of political party.

Gov. Gray Davis' proposed budget would yield \$9.6 billion for California's growth-strained transportation system if passed, dividing \$2.3 billion of that money among the state's local transportation agencies to build and maintain highways and transit systems.

Locally, the Solano Transportation Authority will continue to receive money devoted to reducing traffic congestion, adding pieces to the estimated \$400 million cost of remodeling the Interstate 80/Interstate 680 interchange.

The STA has \$13 million in pocket to go toward the remodel, listed as priority No. 1 in the county transportation network.

Davis wants to spend \$4.2 billion on state projects with major importance and large price tags, money likely to go to regions with heavy populations and political clout.

Less than 2 percent of his proposed \$104.7 billion budget would go toward transportation. That ranks eighth in 11 sectors of budget spending.

Solano County lacks the political clout, transportation-

wise, of other regions such as the metropolitan Bay Area and car-conquered Los Angeles, said Daryl Halls, executive director of the STA.

Yet there's more money up for grabs than in years past. The governor's office calculated his proposal on major transportation capital programs would be an increase of about \$834.3 million over the 2000-01 budget and \$1.7 billion compared to the 1999-00 budget.

Republicans in both houses of the Legislature jointly launched a proposal last month to spend \$127 billion on repair for schools, streets and waterworks over a period of 20 years.

If the state GOP had its way, \$500 million would be used to repair local roads and highways. Republicans have only 29 of 80 seats in the Assembly and 14 seats in a 40-member Senate, virtually guaranteeing their proposal will not pass in its original form, if at all.

The state Department of Transportation hasn't seen political interest in funding transportation since the '60s, said Dennis Trujillo of the transportation agency. Up until recently, both political parties have focused on other agendas.

"Arguably, we haven't had much investment since the Pat Brown administration," he said.

David Ryan can be reached at dryan@dailyrepublic.net.

Panel to discuss 80/680 corridor

Benicia Herald

By Chris Dufek
STAFF WRITER (1.11.01)

Among the items scheduled before the Solano Transit Authority yesterday was a study of the I-80/680/780 corridor.

"This is a number one priority project for STA. We want to start moving on it as fast as possible and we want to do it in a thoughtful and well-planned way," said John Harris, Deputy Director of Projects for STA.

The I-80/680 interchange was

allocated \$13 million dollars in the Governor's Transportation Congestion Relief plan. In September of 2000, STA decided upon a funding strategy that included designating \$1 million toward a study of the corridor itself.

"We're going to take a fresh look," Harris said. Harris explained that the STA will have a look at many factors in completing the study including high-occupancy vehicle lanes and environmental

See STA page A3

STA

Continued from page A1

concerns in an effort to relieve congestion.

The last study on the corridor is 10 years old, according to Harris.

"We need to get it started," he said. "We're also concerned about the projected completion dates for the Benicia-Martinez and the Carquinez Bridges which is now late 2003-2004."

STA is worried that traffic racing across the new bridges could make congestion worse.

"There's a lot of commuter traf-

fic, but there's also a lot of regional traffic that we can't control," Harris explained. The corridor is used not only by Bay Area commuters, but traffic from Sacramento and points along the way contribute to the congestion.

One community particularly hard-hit by the traffic is Cordellia.

"One of our greatest concerns is that there's tremendous pressure on Cordellia," Harris said.

Harris said that commuters looking for a way out of the backups frequently leave the freeway and head down the streets of Cordellia.

Harris said he expects the study to be an 18 month process with the first 6-8 months spent focusing on

the interchange itself.

Harris and the STA's Assistant Legal Council have been working with Caltrans headquarters to finalize the agreement to fund the study. The agreement will cover the cost of the study, management of the project by a project management firm and the costs of printing, mailing and the public input process.

The STA will also look over their priority projects for the year 2001. Included among them are the Capitol Corridor Rail Facilities Plan, another issue of local interest.

The STA board met at the Suisun City Hall Council Chambers, 701 Civic Center Drive in Suisun City.

Solano cities pool resources for third ferry

(1.5.00)

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

Although Vallejo city officials hope to sell advertising space on the ferries to help operate and maintain the system, it won't be enough to make up a \$2.9 million transportation deficit reported for each of the past three years.

In another effort to erase that deficit and get a third ferry in the water, officials are proposing to band together with other cities and the Solano Transportation Authority to hire a federal lobbyist, who they hope will be able to bring in an extra \$1 million annually for 10 years.

"This is an effort to combine resources in terms of political strengths and expertise," Mayor Tony Intintoli said Thursday.

City Manager David Martinez said the city will also ask its friends in labor to help lobby for federal funds to get a parking garage built. This summer the city signed a Project Labor Agreement with the Napa-Solano Building Trades Council for construction of the \$24 million parking garage.

Vallejo, Fairfield, Vacaville and the Solano Transportation Authority are proposing to put in

(See **FERRY**, A2)

Ferry

(From A1)

\$25,000 each to hire the Washington based advocacy firm, The Ferguson Group. The group would be hired to lobby for three Solano County transportation projects. These include the Vallejo ferry, the Jepson Parkway project in Fairfield and Vacaville and the I-80-680 interchange in Cordelia.

These three projects are at the top of a long list in Solano Transportation Authority's 20-year plan, said STA Chair Dan Donahue, who is also a Vallejo city council member.

Martinez said if the city can use \$25,000 as leverage for a \$10 million return in operating funds it will be well worth the expense.

"We think it's a good return on our investment," Martinez said.

City officials want to time the arrival of a third boat with the

building of the parking garage. The idea is to move activity away from waterfront areas slated for construction in the city's Waterfront/Downtown plan. The city is planning the first improvement for this summer with the extension of Georgia Street to the waterfront.

The city still needs another \$13 million to build the parking garage. Some \$7 million has already been spent on preliminary design and the California Transportation Commission has approved \$2.5 million more for engineering and design. City officials will ask the state for about \$10 million in funds and the federal government for about \$3 million to help build the \$24 million project, Martinez said.

Transportation has become a focus at City Hall over the past few months. A study is underway to analyze the bus routes, and officials will consider elimination

of the bus transfer station downtown. But elimination of the transfer station could create a need for more buses.

Other suggestions that have surfaced in the past, such as charging for ferry parking, are likely to be brought back to the forefront, possibly even before the new structure is built.

City Councilmember Joanne Schivley is holding a town hall meeting at the John F. Kennedy Library January 17 to promote public input of Vallejo transportation issues.

In the meantime, the city already cut the annual deficit by \$2.9 million by slashing the Route 100 Baylink feeder bus from Sacramento. Donahue said the STA is hoping to bring that route back by paying for it out of regional rather than city money.

SOLANO SCENE



Christine Baker/DAILY REPUBLIC

A teenager from Sacramento waits to board his train that just arrived at the Suisun Train Depot. The close proximity of this station on Vanden Road, but stiff competition might.

Proposed station faces competition

By David Ryan
DAILY REPUBLIC

FAIRFIELD — A proposed Capital Corridor rail station in Fairfield will have some stiff competition from other proposed rail sites in Benicia and Dixon.

Money to build a station is short and a possible influx of cash coming in 2002 can only go to one site.

Next month, the Solano Transportation Authority plans to finalize a set of criteria that will be used in part to determine which site is the most fit to get the first dollop of cash.

The most eligible station will be placed on a priority list for 2002 trans-

portation money, said Dan Christians, deputy director of the STA.

Eligibility is based on how much of a site is financed by local authorities, how many local riders a given station will be expected to serve and how easy it will be to build the station.

The close proximity of the Suisun Train Depot isn't likely to hurt Fairfield's chances to build another station on Vanden Road.

"It's really a policy decision," Christians said.

A study of train station sites in 1995 detailed the costs and work needed to build train sites in the cities, but the information can't be used to compare all

three projects because some cities, such as Benicia, moved their target sites.

Rischa Slade, Vacaville's representative to the STA, said that each city has identified its sites and bought some of the land involved.

"Between now and March you never know what can happen," she said.

The Capital Corridor Joint Powers Authority, which oversees ridership issues on the rail line, is due to meet at 10 a.m. Feb. 21 at Suisun City Hall. Each of the counties along the rail corridor from Santa Clara to Placer is represented.

David Ryan can be reached at dryan@dailyrepublic.net.

STA seeking paratransit volunteers *D.R. (1/11/01)*

FAIRFIELD — The Solano Transportation Authority is looking for volunteers to serve on the paratransit coordinating committee.

The committee works to bring together different perspectives of those individuals seeking to provide the best possible transit service for dependent people. The committee will play an important role in the upcoming Solano Comprehensive Transportation plan.

Right now there are five vacancies on the committee, which usually meets at the Fairfield Community Center Conference Room at 1000 Kentucky Street in Fairfield. Anyone interested in serving on the committee should call Robert Guerrero at 422-6491 or e-mail him at rguerrerosta@mgci.com.

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T-Hesler (1/7/01)

First Vallejo ferries, now taxi rates going up

(1.11.01)
By **DOROTHY VRIEND**
Times-Herald staff writer

A proposed taxicab fare increase should come as no surprise to Vallejoans, who have weathered a number of recent rate hikes.

Ferry fares went up on the first of the month and an electricity rate increase was later approved by the Public Utilities Commission. Sewer rates went up in December and water rates went up in May. Natural gas prices also increased last year.

Now Vallejo City Taxi Cab is asking for a 12 percent fare increase to cover the rising costs of fuel and other expenses. The proposed rate increase would raise the cost of a one-mile trip from \$3.80 to \$4.25, said Paul Sanso who operates Vallejo City Taxi Cab.

The Vallejo City Council will hold a public hearing on the proposed increase at its regular meeting Jan. 30. If it passes, the fare

increase could go into effect immediately and would apply to both Vallejo cab companies, said Vallejo Associate Transportation Analyst Pam Gillam.

Fuel costs have risen more than 34 percent since the last cab fare increase in September 1998, Gillam said.

Vallejo's elderly population, many of whom are on fixed incomes, may be most impacted if the proposal is approved.

"A small increase is a big increase to those on Social Security," said Lucille Waters, assistant director at the Florence Douglas Senior Center.

But Waters said the city can't reasonably deny the cost of fuel variance to the cab companies.

"From their point of view, this is justified," Waters said.

Maryann Bryant, 60, said if it weren't for 50 percent discounts through the taxi scrip program, many seniors like her wouldn't be able to afford a cab. Bryant doesn't drive and often has no other

way to get around.

The taxi scrip program is available to clients 65 and older and to disabled customers. Sanso said his company also offers half-price fares to seniors on the last Sunday of every month.

"(On that day) all the seniors can do their shopping and go to the drug store for half price," Sanso said.

The city and Vallejo City Taxi Cab plan to hold an informational meeting at the Florence Douglas Senior Center sometime this month to explain the proposed increase.

Cab fares do not vary greatly in neighboring Bay Area cities. The cost of a one-mile trip, now \$3.80 in Vallejo, ranges from \$3.75 in Sacramento to \$4.50 in San Francisco, according to a survey compiled by Vallejo City Taxi Cab.

Cab companies are typically regulated by the cities or counties where they operate. Cab rates in Vallejo were increased only once in the 1990s, in September 1998.

In Vallejo, the cab companies can't raise their rates without the City Council's approval.

"Let's say three months from now gas prices go over \$2 a gallon or auto parts go up 15 percent or my insurance company calls up and raises the policy. I can't just go into the meter and change the rates to compensate for the overhead increases," Sanso said.

He said a declining profit margin can be dangerous for a cab company with vehicles that must be kept up.

Many of Sanso's cabs are 1993 and 1994 models. Last year, he upgraded about 60 percent of his fleet with later models.

"Now the other 40 percent are getting tired," Sanso said.

Current rates are \$1.90 at flag drop, \$1.90 per mile and \$18 per hour for waiting time. Proposed rates are \$2 at flag drop, \$2.25 per mile and \$22.50 for waiting time.

□ E-mail staff writer Dorothy Vriend at DorothyV@thnewsnet.com

4A — Friday, January 12, 2001

Reporter

Two bus routes added

Vacaville City Coach has started two new express routes and extended service on its Route 5.

The express routes run Mondays through Saturdays and offer a faster way to get across town.

One of the new routes (9X) begins at the Ulatis Cultural Center and makes stops at the Davis Street Park and Ride and the Bank

of America on Kendal Street. The other new route (10X) begins at Bank of America and makes stops at the Greyhound Bus Depot and the Ulatis Cultural Center.

In addition to the new routes, the most used route (route 5) is now running service every half hour.

For more information, call 449-6000.

Plan to 'wrap' ferry boats with ads could aid deficit

City staff will present a multi-faceted plan to the City Council on Tuesday addressing the issue of the deficit in the Transportation Fund — a plan that includes “wrapping” the city’s fleet of ferryboats with advertising.

During a recent audit, it was learned the city’s \$70 million Transportation Fund had a deficit of \$2.9 million. Higher fuel costs, federally mandated paratransit service, and unscheduled maintenance on the city’s ferryboats have been cited as reasons for the deficit.

As a result, an action plan was put together to address this deficit. Items being presented to the City Council on Tuesday include proposed fare increases in 2002-2004 for the city’s Baylink Ferry and intercity buses; an adjustment in the city’s half-fare taxi program; and working with other cities in the region to lobby local, state and federal agencies for more operating funds.

The city will explore adjusting bus routes in the city to better accommodate riders and maximize the buses usefulness. A study is being conducted on the routes, while another study will examine the feasibility of charging for parking at the city’s 1,000-space parking lot across from the Ferry Terminal.

Additionally, the city has reached a tentative agreement with a media company to sell adver-

tising on its fleet of ferryboats. Ambient Planet, a media advertising company from New York, approached the city late last year as to the availability of the city’s three ferryboats in terms of placing ambient media on the vessels. This advertising would include “wrapping” the city’s boats — placing ads on the outside of the vessels — along with placing ads on the inside of the vessels as well. Other aspects of the contract would include the city’s fleet of buses and some bus shelters.

Advertising on the ferries is just another example of the city being as entrepreneurial as it can be, said City Manager David Martinez.

“The state and federal government don’t give us enough money to operate our transportation systems,” Martinez said of the deal. “What else are we supposed to do?”

The agreement brings a minimum of \$500,000 to the city over the three-year contract, with any revenues beyond that split between the city and Ambient Planet.

Garrett Bess, president of Ambient Planet, said the deal could generate up to \$1.8 million for the city. Bess said local advertisers, such as Six Flags Marine World and Herman Goelitz Candy would get the first shot at advertising on the boats.

Suisun City's future hinges on redevelopment, economy

Editor's note: This is the second story in a three-day series on city council opinions of major issues for 2001. Suisun City issues are the focus today and Vacaville will be highlighted on Sunday.

By Ian Thompson
DAILY REPUBLIC

(1.6.01)

SUISUN CITY — Suisun City's council pushes into 2001 with familiar goals — heavily promoting downtown redevelopment projects and improving the city's overall economic climate.

THE
Year
TO COME

"I want to see our economic base expanded to see more sales tax come in," Mayor Jim Spering said.

January was exciting with progress being made on several downtown projects such as the Marina Suites Hotel, One Harbor Center, Harbor Park and Delta Cove live-work development, Spering said.

"I see a lot of activity in the old town," Spering said, saying One Harbor Center "will be the anchor project and will be a real shot in the arm to the businesses down there."

This is the year the council wants to see the downtown area start to sustain itself, allowing the city to focus more attention on the west side of Main Street to help that area.

Councilmembers also will aim to stimulate economic investment in the area around Highway 12, Sunset Avenue and Grizzly Island Road.

"We are on the right track," Spering said.

Last year was a time of planning for major projects such as One Harbor Center, the hotel, the Delta Cove live-work development and the Harbor Park subdivision, Councilman Mike Segala said.

"Once those get going," Segala said, "you will see more people take interest in the old town."

See Suisun, Page A7



Carol and Chris Dalu stroll near the construction site of One Harbor Plaza in the Suisun Marina.

Gary Goldsmith/DAILY REPUBLIC

DAILY REPUBLIC — Saturday, January 6, 2001 A7

Suisun

From Page One

For Councilman Pete Sanchez, 2001 is the year to see the vacant waterfront lots fill up after the investment of so much redevelopment dollars over the years.

"This is what we have dreamed of seeing in the past six years," Sanchez said.

A changing economy

Sanchez felt the city "missed the boat" in 2000, "the year when people felt good about everything and we failed to capitalize on that."

In what could be a more cautious economy, Suisun City could be in more trouble and those projects put at risk, he added.

It will require more aggressive selling to get interested investors in 2001, Sanchez said.

"Our sales tax income is almost flat and that's not good news for a small city that is landlocked," Sanchez said. "Sales tax is the name of the game in these years. We have to be more aggressive to bring in more."

He is excited about the economic prospects for the areas around Sunset Avenue and Highway 12 and expects to see more businesses move in there.

Councilwoman Jane Day also wants Suisun City to expand its commercial base in areas such as the commercial centers next to Highway 12 and downtown.

"The more commercial base, the better chance we have to get a stable tax base," Day said. "We are moving toward it right now. I see progress in that direction all the time, especially with what's happening downtown now."

Filling the proposed commercial building on the waterfront is one of the top priorities for new City Councilwoman Sharon Ventura.

"I want to do everything I can to fill that building because we need more business occupancy in this town," Ventura said.

With waterfront development happening at a rapid pace, Ventura feels the city's redevelopment director could use more staff to handle the workload.

"We need to work harder to finish Delta Cove and get live-work businesses out there," Ventura said.

A renaissance

Spering wants to reinvigorate the city's efforts to maintain and clean up the city's older neighborhoods, "to do a better job and sustain the property values."

"We haven't made any progress there," Spering said.

"There are still eyesores that are being overlooked," Ventura said.

Segala wants to put a greater emphasis on neighborhood beautification programs

such as the city tree-planting program.

"We've got some parts of the city that may be considered new to some, but are 20 years old and the first way to start losing the ground we have gained over the past year is to allow a neighborhood to deteriorate," Segala said.

Suisun City needs to work harder to reconstruct and upgrade city streets and make a priority of taking care of the infrastructure to keep it from deteriorating, Day said.

The future of the proposed community center will be a big topic at the upcoming City Council goal-setting session which will take a serious look at the project's costs and changes to its plans to make it affordable, councilmembers said.

Spering expects to see the effort to get a permanent community center move forward and get the Recreation Department out of its present temporary buildings.

"It is a major void in the community that we don't have a permanent facility in town," Spering said.

Sanchez called getting the new community center a top priority.

"If I had my own way, I would have put it in earlier than it is now and not delay the project," Sanchez said. "We should move forward now."

Segala wants the communi-

ty center project to advance and to see if the plan to build a connected community library can be accelerated using state Proposition 14 money.

Ventura called the community center a must, saying, "I would like to see it come, but I am not sure if we are going to have adequate funding."

"It will come once more business revenue is coming in," Ventura said.

Sanchez also wants to see the council meetings televised to generate more public interest in council business. Both Fairfield and Vacaville city councils televise their meetings. So does the Fairfield-Suisun Unified School District school board.

On the education front, "we need to make sure there is adequate school space in Suisun City and make sure that Suisun City gets a fair shake in our schooling," Ventura said.

Keeping the city's budget balanced and finding funding sources to better maintain and repair the city's streets and roads are other efforts Spering sees ahead for 2001.

"It is going to be a good year for Suisun City," Spering said.

"We have had beautiful progress in 2000 and I expect we will continue to have that good progress in 2001," Day said.

Ian Thompson can be reached at ithompson@daily-republic.net

Ferrys may become venue for ads

By Tim Fields
DAILY REPUBLIC

(Jan. 8, '01)

VALLEJO — After a city audit in December revealed a \$2.9 million dollar deficit in its transportation budget, officials pointed to the ferry system as the leak in the bucket.

Some proposed advertising on the boats and hiring lobbyists as solutions in plugging up the hole. On Tuesday, City Council members will peek at the plans.

"I think (advertising) is a great rev-

Cities generating revenue by covering city transit vehicles with ads is not new.

enue source that we should have tapped into a long time ago. The approach now is to be creative and entrepreneurial," said Mark Mazzaferro, Vallejo spokesman.

Cities generating revenue by covering city transit vehicles with ads is not new.

New York and Denver have used buses, bus shelters and benches as advertising space for years.

The city has a different attitude and direction and today's goal is to be profitable, Mazzaferro said.

It takes \$6.6 million a year to run the ferry boats and a successful run of advertisers could rake in \$1.8 million over the next three years.

"That's significant for us and it could be more," Mazzaferro said.

See Ferrys, Back Page

Ferrys From Page One

Ambient Planet, an advertising company based in New York and London, approached the city last year with the plan. While the company is entrenched in the media market on the East Coast, this would be the company's first foray onto the West Coast.

The fleet would not become floating billboards displaying a smorgasbord of buy this and buy that, but rather, the advertisements will be wrapped around the boat as if it were painted on, he said.

The ads will look upscale, he said. They could begin to appear in February.

Also, a proposal of joining a lobbying triad, comprising Fairfield, Vacaville and Vallejo, will be discussed at the meeting.

A lack of state and federal funds to operate transportation services is a problem and this triad would bolster efforts by the Solano Transportation Authority, said David Martinez, Vallejo's city manager.

"There is strength in numbers and if cities ban together then our voices addressing our needs can be heard more effectively," Martinez said.

The three cities would each chip in \$25,000 to hire two lobbyists, one federal and one state, to go to bat for transportation needs in the county.

Transportation costs are much more than a single city's problem and Vallejo is a fine example, he said.

A proposal of joining a lobbying triad, comprising Fairfield, Vacaville and Vallejo, will be discussed at Vallejo's City Council meeting on Tuesday.

"Commuters from Benicia, Fairfield and Napa flood through Vallejo every day looking for reliable transportation, and we want to make sure they have it. And not only does that take money but planning ahead," he said.

The main pest for ferry costs last year were inflated fuel costs.

Money budgeted for fuel was about 80 cents a gallon, but during the recent price hikes, fuel climbed up to a horrific \$1.40 a gallon, Mazzaferro said.

The fuel price hike hit everyone hard, including the city, he said.

"Advertising is needed because we can't put it all on the consumers' backs," he said.

Despite the burdened backs of consumers, the city already increased ferry fares Jan. 1. Monthly passes increased \$25, and day passes increased \$2.

The city may soon increase bus fares and charge for parking in the lot at the ferry terminal.

Tim Fields can be reached at tfields@dailyrepublic.net.

Mayor says city future is 'rosy'

Benicia Herald
1-18-01

By Chris Dufek
STAFF WRITER

Mayor Steve Messina gave his "State of the City Address" to the Benicia Industrial Park Association on Wednesday.

"Things are generally pretty rosy at this time," he said during the opening moments of his speech.

Messina spoke mainly of what he described as "major vision items" and what he saw as the future of the city over the next ten years.

"We're striving to get a train station at...the north end of the industrial park," he said, addressing the first major topic.

Messina reiterated the city's desire to put a station at the end of the industrial park at what has been commonly called the "Goodyear Road Location."

"We look at this as more than a train station, even though that's how it's billed," he said.

Messina said the city sees the train station as a potential junction for several types of public transit and as a potential asset to the industrial park.

The ferry terminal the city is interested in putting at the old Saunders Pier was another item that Messina addressed. Noting Vallejo's over-taxed



Mayor Steve Messina, right, shakes hands with County Supervisor John Silva as Vice Mayor Pierre Bidou and others look on before yesterday's State of the City speech at the Benicia Yacht Club.

PHOTO BY CARL NELSON

ferry system he described the scale and the potential he sees in the project.

"Ideally, we'd like to have

3000 plus parking spots," he said.

"If we built it today, the day after tomorrow it would be maxed out."

Messina spoke about what he thought Benicia would look like

See City, page A12

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City

from page A1

in ten years.

"If you come to Benicia in 10 years I expect you won't see much development except for infill," he said, noting that Benicia is expanded nearly to its outer limits.

Messina said he regards the Industrial Park as a vital component of the city.

"It really is the engine that allows us to enjoy the prosperity and live the lives we do in Benicia," he said.

Messina spoke of Benicia's historical assets and announced that Pacific Bay Homes, the firm developing in the Arsenal District and the Tourtelot property, would be helping with restoration work on the Commandant's house in the Arsenal.

"The council really does have a commitment to preserve our historical assets," he said.

Messina spoke of some of the more controversial issues in Benicia, including the Commodore

Dining Yacht the city plans to station in the marina.

"In my mind, it would make sense to bring in something like the Commodore Yacht because it would generate money," he said.

Messina said he does feel that any safety concerns surrounding the project should be looked in to.

Residents of the condominiums in the Marina expressed concern about the last remaining undeveloped strip of land in the Marina being developed. Messina reiterated the city's original plan which called for building a restaurant near the harbor master's building, but said the council is divided on the issue of developing or leaving the area alone.

"I'm in the camp that would prefer to keep it open space at this time," he said.

The Marina has also been a hotbed of controversy over an outfall pipe that has been blamed for contaminating the silt and water in the Marina. The storm drain outfall was found to have been connected to old sewer lines which Messina said have been disconnected. "My sense is we have eliminated most

of them and rectified them."

He also said that the discharges that had raised concern—selenium and fecal coliform bacteria—had been reduced to "essentially non-detectable" levels.

"For the standpoint of the city, anything that goes down that pipe that can't go into the Carquinez Strait can't go into the Marina," he said.

Messina also announced that the city has been talking about three golf course projects, one at the eastern end of the old IT property, one near Lake Herman and one on the Old Braitto Dump.

The Braitto Dump, owned by Granite Management, was the third area identified as a potential golf course. The area has been slated for a toxic clean-up following the discovery of dioxins and other materials under the surface of the ground.

"The City of Benicia is never going to buy that back," he said.

The city is also investigating building a new police station.

"The current thinking is we will try to do something on the existing site," he said.

Ferry ads get council backing

(1-10-01)
BY DOROTHY VRIEND
Times-Herald staff writer

City Council members gave staff the go-ahead Tuesday to sell advertising space on the outside and inside of Vallejo ferries.

City staff members said, however, that they had uncovered a potential glitch in their scheme to boost the city's transportation budget in a San Francisco city ordinance placing restrictions on such advertising.

But City Manager David Martinez said he believes the ordinance refers to boats that advertise for private gain rather than for public transportation purposes. The money the city stands to make from the advertising will go directly into its transportation fund.

City officials are trying to make up for a \$2.9 million shortfall in the transportation budget that was created over the past three years, largely due to rising fuel costs.

While the proposal to sell advertising space received unanimous support from City Council members present, Vallejo resident Deanna Forbes implored them to look for some other way to get the much needed transportation money.

"I think advertising is ubiquitous — all over the place. Vallejo has kind of a tacky reputation. We needn't enhance that reputation by floating these advertising barges around," said Forbes.

She called the plan a "tacky solution."

"Maybe I could put an advertisement on my house that you could see all the way up the Carquinez Strait to help pay for my utility bill. How would you like that?" Forbes said.

City staff members present pointed out that the agreement with Ambient Planet, the New York based company that will solicit the advertising, gives the city the right to refuse any adver-

(See COUNCIL, A2)

Council

(From A1)

tising they deem inappropriate. That seemed to satisfy any reservations the council had.

Councilmember Gary Cloutier said he was concerned about preserving the aesthetics of the Vallejo ferry boats, before he voted to support the proposal.

"I think we could destroy the aesthetic beauty of those boats by putting a lot of consumer ads on them. I want to look carefully at what we put on the outside of the boats," Cloutier said.

But Councilmember Joanne Schivley called the proposal a necessity, that would help keep the cost of transportation within the reach of those who need it.

Ambient Planet President Garrett Bess assured council members his company would not sell advertising space on the boats' exteriors to more than one client at a time. He said the advertising space to be used was from the waterline to the second story of the boat. He promised that the Vallejo Baylink logo would not

be obscured.

Mayor Tony Intintoli said he considered a Times-Herald photo illustration that ran Thursday, showing multiple ads which covered much of the boat, something the council should not approve.

"I think it would not be unreasonable to withhold approval on the type of advertising portrayed on the front page of the Times-Herald," Intintoli said.

Councilmember Pam Pitts was absent from the meeting Tuesday.

At a study session before Tuesday's regular council meeting Timothy Boe of Architectural Resources Collaborative

Incorporated presented a plan to renovate City Hall. It included a proposal to turn a storage space underneath the Council chambers into usable office space, and to redesign the interior of all floors. Boe proposed adding some 2,000 square feet to the building, and creating another 3,500 square feet of usable space by reconfiguring the building's interior.

The city hopes to have a cost estimate for the renovation by summer time, but has not set any construction dates at this time.

Chron 1-17-01
NOT SO FAST: We heard on KGO that the new FasTrak electronic toll lane on the Bay Bridge was down yesterday.

What's the story?

Well, according to Caltrans spokesman Jeff Weiss, the antenna that reads the car transponders went on the blink Monday — and was clocking one out of four cars as violators trying to run the toll.

"That's way too high of a rate to be accurate," Weiss told us.

The Caltrans folks sent the contractor out to fix the problem, but it only got worse. By yesterday morning, it was clocking three out of four cars as violators.

Rather than shut the lane down during the commute, the Caltrans workers opted to just turn the antenna off — allowing everyone and anyone to go through free.

They were still scrambling yesterday to get it fixed.

Ferry changed travel in Bay Area

'Solano' carried heavy loads for half a century

Dec. 1, 1879, was a grand day to launch into a new era of travel in the Bay Area.

At 9 a.m. the Solano, the largest ferry boat in the world, had 75 invited guests lined up on Oakland's Long Wharf for her maiden voyage. Among them were the Crockers, A.N. Towne, T.H. Goodman, E.C. Fellows, S.S. Montague, D. Huntington, L.B. Mizner, H.P. Stanwood, E.J. Brown, Ben. C. Truman, Col. Batchelder, Arthur Brown, A.J. Stephens, Captain Foster, J.H. Stowbridge, Marcus D. Borock and Alexander McAbee, all well-known dignitaries of the time.

She was designed to carry railroad freight and passenger cars between Benicia and Port Costa on the Carquinez Strait.

With a length of 424 feet and measuring 116 feet wide, the Solano could carry two locomotives with 24 passenger cars or 36 freight cars. Passengers leaving Oakland would board the old railroad and travel as far as Port Costa, then transfer the engines and fully loaded railroad cars on to the Solano. They were ferried to Benicia where they disembarked to continue on

Solano, and a detachment of army soldiers under Lt. Lyons fired a 26-gun salute. Once docked, everyone was invited aboard and taken across the Strait to Port Costa.

The currents run very strong between Benicia and Port Costa, making navigation difficult. The Solano was equipped with two separate engines, which gave her extra maneuvering ability in tight spots. In spite of this added advantage, the first landing attempt at Port Costa failed. She struck the slip almost broadside, splintering the wooden pier and scattering astonished passengers about the deck.

After a successful second attempt,

the San Francisco-bound passengers were ushered ashore to an awaiting train. The Solano steamed back to Benicia, where she remained for three weeks before beginning her regular scheduled service.

Ten years later, the groundwork that would spell the eventual demise of this magnificent vessel was in the making. The planning stage for building the Carquinez Bridge began in 1889, but actual construction did not get under way until 1928.



SOLANO: THE WAY IT WAS
by Jerry Bowen

The Solano was bright in her new paint and carried several flags. An American Jack and ship's flag bearing her name was forward, a signal flag amidships, and just before getting under way, an American flag and one bearing the initials C.P.R.R., were run up aft. At 9:50 a.m., the gangplank was pulled ashore, the Solano blew a prolonged whistle and steamed out on her maiden trip.

Once under way, the captain and crew carried out several system checks, including a test of the steering gear. In spite of her great size, the boat easily maneuvered through a series of short turns. Some of the machinery was a bit stiff, but was otherwise in good condition. They sailed around Alcatraz then headed for Benicia, hundreds of boats of every variety saluted her passing with whistles, and were acknowledged in turn.

The Solano was built to ferry heavy loads on her one-mile route across the Carquinez Strait at a top speed of about 12 mph, but only did about half of that for the major portion of her maiden voyage.

A salute was given and returned as the mighty ship steamed close to Mare Island. At 12:30 p.m., the passengers gathered round the cook's modest counters, which were lavishly laden with cold delicacies. Although, it was an informal banquet, the celebrities aboard ship seemed delighted with the novelty of the entire affair. Cigars were lit and glasses raised in toast to clear skies, smooth waters and Epicurean delights.

Shortly after 2 p.m. they were met at the pier in Benicia by several hundred enthusiastic citizens welcoming Mr. Crocker and the

The Carquinez Bridge was completed that same year and the aging ferry was retired after nearly 50 years of service with virtually no blemishes on her record. Her record of performance included the fact that she was so well designed that as the years went by, even as train engines and cars would become heavier, she continued to perform her arduous tasks with ease. After serving more than 27 years aboard ship, one can only imagine how Capt. Williams must have felt as he said farewell and stepped from her decks for the last time.

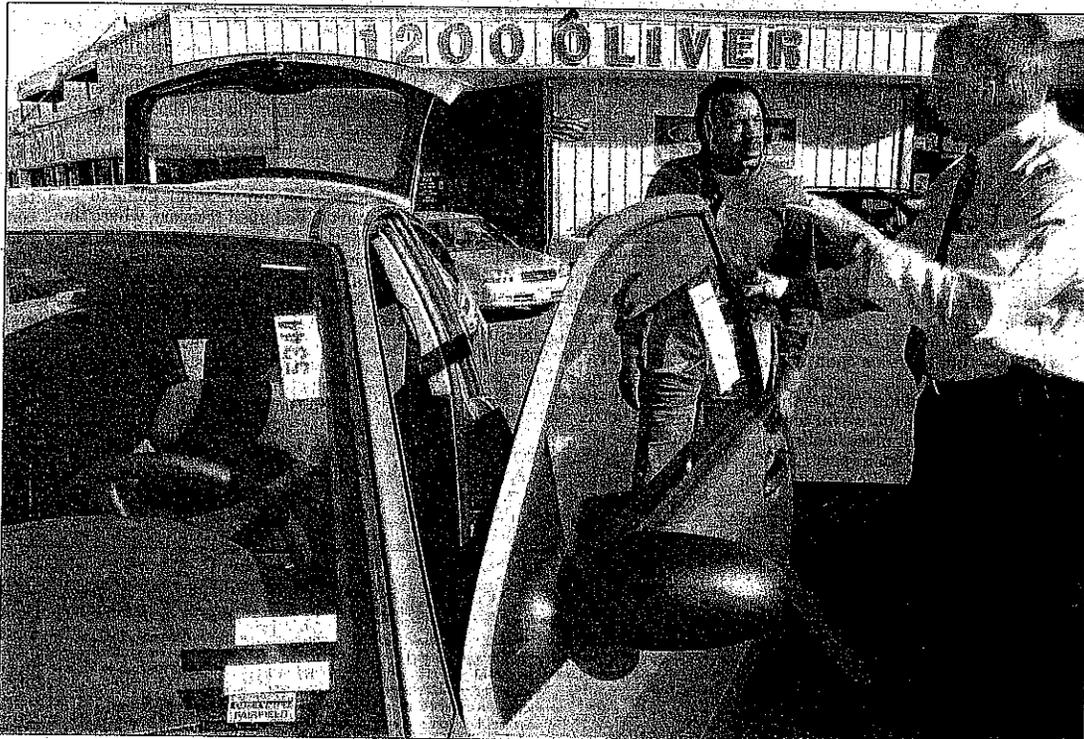
As for the fate of the Solano, I believe she was dismantled and the hull left to slowly decay and sink into the silt of Morrow Cove near the bridge. A typically sad ending for a great ship.

■ The author is a member of the Vacaville Heritage Council, Editor of the Solano Historian magazine for the Solano County Historical Society, Chairman of the Solano County Historic Records Commission and volunteer at the Solano County archives. He alternates his history column every Sunday with Vacaville Museum Curator, Sabine Goerke-Shrode. For suggestions, or to submit historical photos or information to the Vacaville Heritage Council send e-mail to jerry-bowen@earthlink.net or write to The Reporter, 916 Cotting Lane, Vacaville, CA 95688.

Tidbits from the past

The Weekly Solano Herald, Feb. 22, 1867

The ferry boat Washoe butted a hole into the side of the steamer Active the other day at San Francisco. The Washoe ought to be indicted as a nuisance.



Judith Sagami/DAILY REPUBLIC

Automotive dealers in Solano and Napa counties employed an additional 300 people in November of 2000 vs. November of 1999.

Taking the good with the bad

2000 resulted in more traffic, a higher cost of living, but Fairfield reaping the rewards

By Daniel Kerr
DAILY REPUBLIC (1-7-01)

*** FAIRFIELD** — 2000 brought more traffic congestion, agricultural woes and a higher cost of living to this city posted on the northeast corner of the Bay Area. A city budget surplus, more shopping choices and greater opportunity to work closer to home were welcome additions.

"We have moved forward with new companies coming to town, new residents coming to town. Our growth has been steady — it's been sustainable," said Mary McCarthy, president of Solano Economic Development Corp. "The economy has been good to us."

The Bay Area proper continued sharing its wealth as companies continued fleeing oppressive real estate costs. But inflated housing and energy costs in Solano County, including Fairfield, dispor-

tionately taxed those on lower incomes, despite the pluses.

Gasoline prices jumped and dipped their way skyward, ultimately rising about 40 cents during the year, an increase of 30 percent. Nationally, the average price paid for a gallon of gas rose 14.5 percent, settling at \$1.50, according to AAA.

The residential real estate market continued to constrict as demand spurred by a growing economy outstripped an almost stagnant supply of housing.

During the year, Fairfield's population grew about 6.5 percent, or by 6,000 people. That increase translates into about 2,020 households. With the city adding only 362 single-family homes, available residences fell in numbers.

Escalating home prices reflect this housing shortage. The average sales price for residential properties in Solano County rose 24 per-

	Nov. 1999	Nov. 2000	Change
Civilian labor force	254.9	272.8	7%
Civilian unemployment rate	3.8%	3.5%	
State unemployment rate	4.8%	4.6%	
U.S. unemployment rate	3.8%	3.8%	
Total farm	7.0	9.6	37.1%
Construction	12.6	15.4	22.2%
Manufacturing	21.0	21.7	3.3%
Retail trade	36.8	37.9	5.9%
Automotive dealers	4.7	5.0	6.4%
Services	45.3	46.6	2.9%
Government	34.2	35.5	3.8%
Local government	22.0	23.2	5.5%

*Non-percentage data in thousands
Source: California State Employment Development Department

Kim Durbin/DAILY REPUBLIC

cent over the year, jumping from \$177,605 in November of 1999 to \$219,822 in the same month this year.

Rents followed, and people found it harder and harder to make ends meet.

The year witnessed a mounting power crisis, first signaled by a doubling and tripling of electricity bills in San Diego this June. In a move to bandage a flailing deregulated electricity market, the Public Utilities Commission on Thursday OK'd rate increases ranging from 7 percent to 15 percent.

A nationwide shortage of natural gas, which inflated rates almost 60 percent in California by December, only exacerbated the power woes.

Most everything it seems increased in price. Last January, for instance, moviegoers could watch a matinee airing of "Magnolia" starring Tom Cruise for \$4.75 at Brenden Theatres in Vacaville. This year they can expect to cough up 25 cents more to see Tom Hanks in "Cast Away," a minimal increase, perhaps, but

See 2000, Back Page

an increase nonetheless.

Yet even with this growing overhead, 1,004 people managed to break free of temporary financial assistance from the government during the year. In fact, the ranks of needy families on temporary public assistance have fallen consistently in recent years, dropping off about 40 percent since November of 1997, due in large part to welfare reform enacted in 1998, said Nina Ibarra, office supervisor for the county's Health and Social Services Department.

"A lot of them are getting off aid to go back to work," she said.

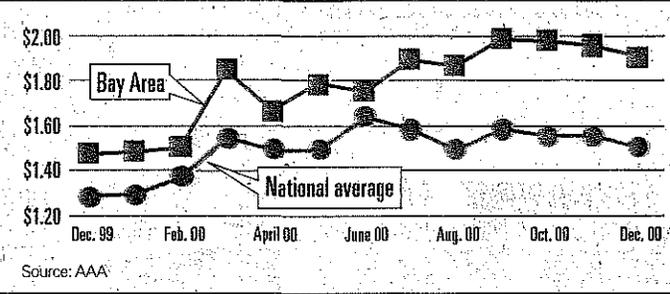
The expanding county economy did indeed accommodate more workers at the end of the year than at the beginning. From November 1999 to November 2000, the level of employed people grew a healthy 7 percent in Napa and Solano counties, compared with a state average of 3 percent.

Construction trades were among the faster growing industries in terms of employment last year, with a job growth rate of 22 percent. While some of that construction occurred locally, much happened in larger metropolitan areas, McCarthy said.

"A lot of contractors and subcontractors here in Solano County are very busy elsewhere," she noted.

West & East Bay Construc-

Average prices for a gallon of regular unleaded, self-serve gasoline



Kim Durbin/DAILY REPUBLIC

Residential sales

	Nov. 1999	Nov. 2000
Northern Solano		
Total properties sold	243	274
Average price	\$181,853	\$222,903
Southern Solano		
Total properties sold	165	149
Average price	\$173,357	\$216,742

Source: BAREIS, Inc.

Kim Durbin/DAILY REPUBLIC

tion of Vacaville landed several out-of-county deals.

Most recently, it began building the Sockeye Restaurant in Lafayette and remodeling the offices of AM FM Radio in San Francisco. Hearn Construction, also of Vacaville, often works out of the county, as well.

It recently signed a \$2.77 million contract to construct a Silicon Valley campus for battered women.

But the 37 percent growth in farm-related employment

belies the true shape of agriculture in Solano County, said Larry Clement, University of California Cooperative Extension county director and farm adviser for Solano and Yolo counties. He chalked the increase up to seasonal migrant labor.

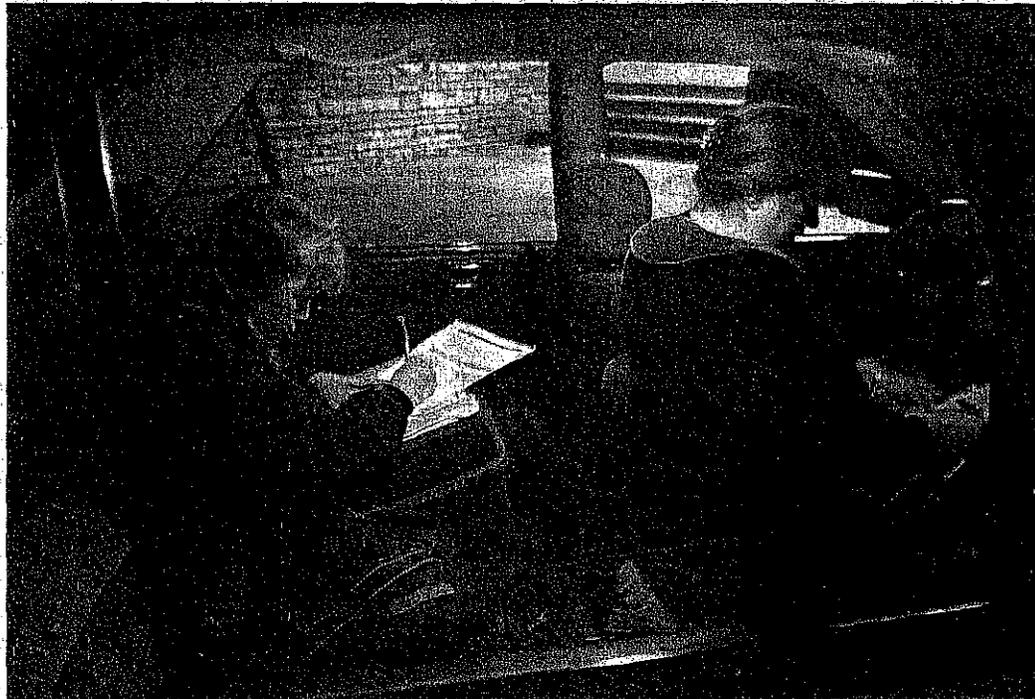
In reality, Clement said, highly subsidized foreign imports pouring in because of the removal of trade barriers, not to mention increased regulation which has driven up agricultural costs, have made the business riskier than ever.

"This year hasn't been something we like to brag about," he said, naming the bankruptcy of a major grower co-operative and the closing of two nearby sugar beet processing plants as local symptoms of a systematic problem in agriculture. "It's been a tough year for farmers all around."

Daniel Kerr can be reached at dkerr@dailyrepublic.net.

'Basically . . . we're in competition with other school districts and we're losing the competition.'

—Ivan Meadows, Fairfield-Suisun school board member



Christine Baker/DAILY REPUBLIC

Katreena Dotson uses her time wisely and works on her homework in the backseat of her mom's car during her commute to school.

Commuter-age education

For variety of reasons, families leaving county for public, private schools

By Barry Eberling (Jan. 7, 1991)
DAILY REPUBLIC

FAIRFIELD — Katreena Dotson has joined the world of commuters and she's only 10 years old.

She has plenty of company.

At least a couple of hundred local parents send their children to private and public elementary schools outside of Fairfield-Suisun. These children make daily trips to Napa, Vacaville, Sacramento, Berkeley and other locations.

It's commuter-age education, sometimes carefully planned to fit in with the parents' own commute schedule.

Katreena goes to St. Catherine of Siena Catholic school in the Contra Costa County city of Martinez. Her mother, Darlene Dotson, drops her off and then keeps driving to her job in Walnut Creek.

"It's hard to do because you have to get up really early," Katreena said. "I sleep in the car."

Darlene Dotson wanted to send her daughter to Holy Spirit Catholic School in Fairfield, but Katreena remained

on the school's waiting list.

"So I started looking for private schools to apply to that were on my way to work," Darlene Dotson said.

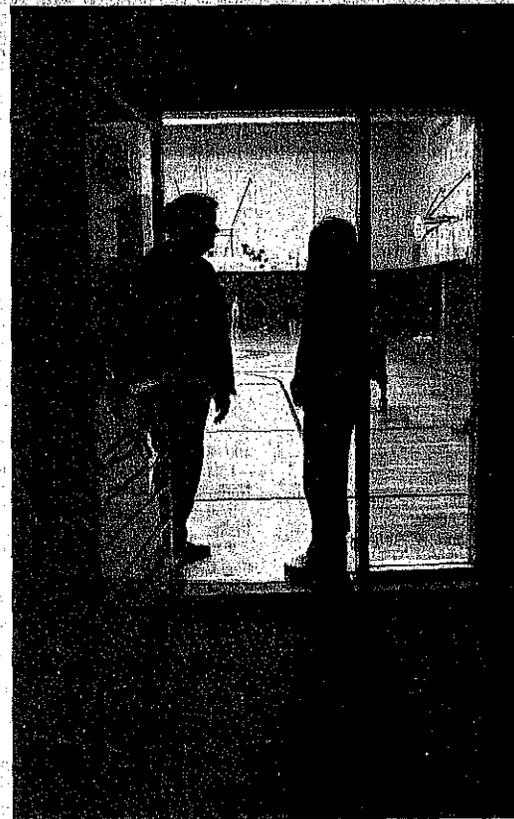
They have the commute down. They get in Darlene Dotson's Honda Accord before 6 a.m., drive down interstates 80 and 680 and arrive at the school before 7 a.m.

Katreena stays in the school's day care until Darlene Dotson can pick her up at about 5:15 p.m. They get home at 6 p.m., perhaps a half-hour later during the traffic crunches on Friday when it sometimes seems like the whole Bay Area is heading to Lake Tahoe.

But Katreena is also on the school basketball team. Practice is from 7 to 8:30 p.m. Tuesday and Thursday.

"We stay over there and we eat somewhere and do homework, usually on her lap in the car," Darlene Dotson said.

School projects present another challenge. Katreena had to do a science project on the rain forests with a student who lives near Martinez.



Christine Baker/DAILY REPUBLIC

Darlene Dotson, left, waits with her daughter, Katreena, 10, at the gym before the start of basketball practice.

See Commuter, Back Page

Commuter From Page One

The distance made it impossible for the two to go over to each other's houses after school to work. So the classmate spent two weekends at the Dotsons' house.

Then there's just the general desire of sixth-graders to go over to their classmates' house to play and have fun.

Katreena attended K. I. Jones Elementary School in Fairfield for several grades. She still has local friends and she plays with them on weekends.

"They're the ones I've known nearly all my life," Katreena said.

She communicates with her St. Catherine classmates by e-mail and by phone. She gets a phone card for about 360 minutes and uses it up in about two months, she said.

Commuting doesn't seem to have affected Katreena's grades. She's an honor role student.

Other families leave the public schools of Fairfield-Suisun not for private schools, but for public schools in other cities.

Gretchen Smurr drives her kindergartner and third-grader each school day to the Napa Valley Language Academy, a charter school.

Smurr teaches there, so it's convenient. Also, she wanted her children to be in the Language Academy program.

At the academy, half the children come speaking English and half come speaking Spanish, Smurr said.

"By the time the kids get to fifth grade, they're very fluent in both languages," she said. "I've got blonde, blue-eyed kids in my class whose Spanish would blow you away."

Smurr used to teach in Fairfield-Suisun at Crescent Elementary School. But she

got disillusioned with district management and decided to move on.

Now she's thinking of moving on again. She's running into complications, such as when her son wanted to go to a Napa Halloween party that lasted until 8 p.m.

"It's hard to live in two communities," Smurr said.

Then there's the 22-mile commute, which is taking longer each year to complete. A growing number of Solano County drivers take two-lane Highway 12 through Jameson Canyon or American Canyon Road to reach Napa County jobs.

She makes the commute in about 50 minutes, Smurr said. That compares with half an hour when she started at the Language Academy four years ago.

"This year is when I really noticed it," Smurr said.

Smurr is thinking of moving to Woodland, where they have a similar language school. Napa is too big, she said.

Cat Sundell lives in the Fairfield-Suisun School District and has twin sons in first grade, Taylor and Tyler Sundell. Taylor is hearing impaired.

She looked at a county program for the hearing impaired at local Anna Kyle Elementary School. But she settled on one at Pennycook Elementary School in Vallejo because it met more days a week.

So both Taylor and Tyler attend Pennycook.

"I do 80 miles a day," Sundell said. "It definitely cuts into my day."

But not as much as when she drove Taylor all the way to Pleasant Hill for an infant hearing impaired program. That was a 120-mile daily round-trip, she said.

She does what she thinks she has to do.

"I'm very big on being basically his only advocate and making sure he gets the education he deserves," Sundell said.

It's difficult to tell how many parents drive their elementary school children to other cities, because Fairfield-Suisun has no records for kids attending private schools.

But the district must approve transfers for students who attend public schools in other school districts.

Fairfield-Suisun reported granting transfers to 602 children, 214 of them in elementary school. It reported a total of 427 pending applications.

That's 1,000 students who could be leaving the district for public schools elsewhere. Meanwhile, Fairfield-Suisun has only nine students from other districts coming here, with 19 applications.

Since the state pays Fairfield-Suisun more than \$4,000 annually for each student in local public schools, the district stands to lose about \$4 million in the transfer game.

"We're concerned about it," School Board member Ivan Meadows said. "Basically, what it's saying is we're in competition with other school districts and we're losing the competition."

School officials say the opening of the new Angelo Rodriguez High School and the new International Baccalaureate program at Armijo High School could help change these numbers.

For now, hundreds of families drive their children to school elsewhere. And even elementary school students are becoming veteran commuters.

Barry Eberling can be contacted at beberling@dailyrepublic.net.

On the move



Commuters who live in Solano County and work in the Bay Area often take the ferry from Vallejo to San Francisco.

Judith Sagami/DAILY REPUBLIC FILE (2000)

Workers From Page One

home in the Bay Area.

Bill Sessoms, a Realtor at Century 21 in Fairfield, said he ranked the Internet as one of the major client sources for his firm.

"They all come with the knowledge through the various media that Solano County is the most affordable place to live in Bay Area," he said. "We have a lot of them coming from San Jose."

Darrell Hutson, a Realtor with Gateway Realty in Green Valley, said his firm placed an emphasis on the Internet.

"We provide a lot of free content to draw them in," he said. "Demographic information about the population and schools."

However the new people find out about Solano County, Slade said it's high time businesses in Bay Area job-engines like San Jose consider worker housing in the profit and loss equation.

"These businesses need to take responsibility," she said. "They need to build housing where they are."

Meanwhile, Solano County will continue to lean on the housing side of the jobs-to-housing ratio, and deal with expensive commuter ills like massive highway traffic.

In the meantime, ask a new Solano County resident why they moved here and the response is likely to center on economics rather than the culture or community of the city they live in.

"I moved here because it was a lot cheaper," Susan Hadden, a 2-year Vallejo resident, said.

David Ryan can be reached at dryan@dailypress.net.

Word of mouth, and beyond

By David Ryan
DAILY REPUBLIC

(Jan. 8, '01)

Bay Area workers rely on Internet, advice, referrals when finding housing in Solano County

VALLEJO — Ayyub Patel is a lawyer from Orange County who was recently hired by a San Francisco Law Firm in October. For a month now, Patel has commuted to San Francisco every day from Vallejo.

"It's very affordable," he said.

Several lawyers in his office live in Vallejo, commuting every day like he does on the ferry. When Patel was hired, they told him just where to look in the Bay Area for relatively cheap housing.

Vacaville Councilwoman Risha Slade has long suspected the county's housing boom over the past several years has been prompted in large part by business referrals, sending people like Patel to Solano County to find housing.

"It's a very strong rumor and it's been going on for a while," she said.

Bay Area find out about Solano County from Bay Area friends or in many cases the Internet.

It's been an ongoing trend local real estate firms say have guided most of their out-of-county clients to find a place to live in Solano County.

Fred Pearson, a Realtor with Pearson-Skaife Real Estate in Vacaville, said the Internet is a major source of clients for his firm.

"We're really, really big into the Internet and I think a lot of other Realtors are, too."

After all, Pearson says he doesn't see his competitors advertising in major Bay Area newspapers or stations that cover the South Bay, where many clients come from.

From Yahoo! yellow pages to Craigslist.com, an Internet site used by Internet-savvy Bay Area professionals, housing hunters can find many places that list Solano County as the most affordable place to buy a

TOP O' THE MORNING



BIRD-PORT

(Jan. 10, '61)

Times-Herald/David Pacheco

A FLOCK OF SEAGULLS gathers on the vacant lot overlooking the Ferry Building as seen from the parking lot of My Cafe on Santa Clara Street, at Maine Street.

NUR

(Jan. 23, '01)

DAILY B

Napa County, cities merge transit funds

NAPA

With the approval of the Calistoga City Council last week, all five cities have joined with Napa County in consolidating their transit funding.

The Napa County Transportation Agency will now receive \$4 million annually from the quarter-cent sales tax known as Transportation Development Act funds.

Jill Techel, agency chair, described this consolidation as a "landmark cooperative action."

"Regional governance for the allocation of transit dollars will ensure the most coordinated and efficient system for bus and paratransit riders in the Napa Valley," Techel said in a prepared statement.

Guaranteed a fixed and growing source of revenue, the NCTPA will be able to do better transportation planning, she said. The agency will get \$1.6 million more the first year.

The agency is looking at starting shuttle services in downtown Napa and St. Helena and improving shuttles in American Canyon, Yountville and Calistoga.

Also, the countywide Vine bus system and the VanGo paratransit service will be expanded.

Transportation topic of league meeting

Solano County's top transportation official will discuss some regional hot spots at a meeting of the League of Women Voters.

Solano County Transportation Authority Executive Director Daryl Halls will offer a status report on the county's priority transportation projects. The league meets 6:30 p.m. Monday in the Fairfield

Rep. (1-24-01)

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Among the items Halls will discuss: plans to rework the interchange of interstates 80 and 680, a study of interstates 80, 680 and 780, potential improvements on Highway 12,

the Vallejo Baylink Ferry, and the Capitol Corridor Rail Service.

The Solano County Transportation Authority handles countywide transportation planning.



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D.R. (1.24.01)

LETTERS TO THE EDITOR

Expand highway to freeway status

What happened to the I-80 commute? We can't blame all the gridlock from Redwood Street westward in the morning on the bridge building but we can blame it on drivers exiting off of I-80 in Vallejo and then merging back on before the bridge.

I suggest putting metering lights on the westbound on-ramps from Georgia Street westward, with the occasional cop giving tickets to metering light violators. Then maybe people will come to their senses and choose to stay on I-80 at perhaps 40 miles per hour as opposed to the stop and go convulsing nightmare we contend with most mornings.

I believe we can improve the situation in the short term by doing this and we can greatly improve all Bay Area traffic in within a few years by constructing a six-lane freeway from Dixon to Pleasanton. Use Highway 113 and expand it, since it is already permitted land, cross the Bay at Collinsville to Pittsburg. The bay is narrow at this point so a bridge could be built fairly easily.

Constructing I-80 Dixon to Pittsburg could be done in a few years and before that, barges could carry cars from Collinsville to Pittsburg. You know the road is already there, it just needs to be expanded. Look at the growth of Davis, Dixon, Vacaville, Fairfield, and Rio Vista, plus all the weekend travelers to Nevada that live in the East and South Bay. And look at a Bay Area highway map, building another bridge at Collinsville makes the most sense.

Phase Two would be extending this freeway southward along the eastern side of Concord, Pleasant Hill and Walnut Creek all the way to Pleasanton. Within a few years I-80 and I-680 will become tolerable again.

D. Bowlus
Suisun City

Asking again

An open letter to Vallejo Mayor Anthony Intintoli:

Thank you for having an associate transportation analyst reply to my letter of Dec. 8.

Because she missed the point of my letter, however, I am writing again. Since I was too subtle in my previous letter, here is my question again. Please let me know if there is any part of it that is vague, unclear or open to misinterpretation:

Who has the authority to have bike racks put on Vallejo Transit buses?

Y

**From
YOU**

Riders of Vallejo Transit have long suspected a lack of accountability of Vallejo Transit, bolstered by your associate transportation analyst's letter, two pages of missing the point and saying she's sorry I'm "inconvenienced." But what is she — or anybody — doing about it? It's easy to say you're sorry when you're not the one being "inconvenienced." It's a situation that does not have to exist. Do you realize that infuriated riders pass around petitions after having waited over an hour for a bus? For those of us who ride the bus (not you, of course, or members of the City Council; I realize you don't have time), Vallejo Transit's lack of accountability is a major issue.

My request is simple and solvable:

bike racks on every Vallejo Transit bus. That there aren't bike racks on the buses, that I'm given the run-around about where the authority for having them put on the buses lies, indicates a lack of will on the part of VT. I'm not even asking the buses to run on time, the drivers not to answer their (personal) cell phones while driving, riders not to eat their lunches on the bus, or graffiti-free windows. A bike rack, that's all. A bike rack on every bus.

The recent fare increase means that I pay more to wait for the next bus because VT does not provide the level of service it had for years. Fares go up, service plummets.

So I ask again: who has the authority to have bike racks put on Vallejo Transit buses?

Sally Mack
Vallejo

T-H
(1.24.01)

City officials iron out goals

Waterfront, transportation among the issues at retreat

By **AMY HARTER**
Times-Herald staff writer (1-27-01)

Vallejo City Hall was virtually empty Friday, as most top city officials attended a day-long retreat at Hiddenbrooke Country Club to assess the city's key priorities for the next few years.

At the retreat, Mayor Tony Intintoli Jr., the City Council and various department heads developed a mission statement, defining Vallejo as a community that celebrates "its cultural and ethnic diversity, preserves its history and maritime heritage, cares for its children and their future, and provides cost-effective quality services second to none."

This statement was supported by five goals, which city leaders expect to accomplish in the next three years.

Not listed in order of priority, the five goals are:

■ **Waterfront and Downtown Revitalization.** Develop and implement an action plan to revitalize and clean up the downtown, and integrate it with the Waterfront Plan.

■ **Solano County Fairgrounds.** Encourage and support development of the fairgrounds to a higher and better use.

■ **City Facilities and Infrastructure.** Upgrade city facilities and repair/replace infrastructure (e.g., streets, lights, water system).

(See **COUNCIL**, A4)

Council

(From A1)

■ **Mare Island.** Implement 30 percent of the Mare Island Reuse Plan.

■ **Transportation.** Fund the expansion, operation and maintenance of the transportation system.

Upgrading the fairgrounds made the top five, despite a rival suggestion to move the fair out of Vallejo. The relocation proposal came up even though the Solano County Board of Supervisors, not the city, has jurisdiction over the fair. Last year, the board endorsed efforts to keep the fair in its current location.

"It is the most economically developable property in the city,"

Intintoli said. "More can be done there, and in a shorter amount of time, than on Mare Island."

Councilmember Gary Cloutier addressed confusion about how to rebuild the city's once bustling downtown, known as the historic section of Georgia Street. Cloutier suggested developing a proposal for downtown revitalization similar to plans for the waterfront.

"Last year at the goal setting retreat, the downtown was kind of like a puzzle that we didn't know how to revitalize," he said. "We still don't quite understand whether the Waterfront Plan is going to revitalize downtown. I'd like to see us ... develop a plan to revitalize the downtown in conjunction with the waterfront."

In the next few months, city leaders and department heads will work on several short-term objectives to help them implement their long-range objectives.

After six months, the group will meet again and create another list to help achieve their three-year goals through consistent, incremental progress.

Snider and Associates, which conducts goal setting workshops for public and private entities nationwide, facilitated the strategic planning session.

Although improving public schools was the number one issue cited by those at the retreat, this subject was dropped because the city doesn't have authority over the school district.

Council sets goals: traffic, homeless

By Ian Thompson
DAILY REPUBLIC

(Jan. 28, '01)

FAIRFIELD — Dealing with the homeless issue, pushing a solution to the Interstate 80/Interstate 680 traffic jam, helping Cordelia with its clogged roads and moving on the city's proposed General Plan revisions were top among the goals the City Council set Saturday.

At the daylong session, the council discussed minor and major efforts for 2001 including issues ranging from improving city parks to finding ways to create more affordable housing for Travis Air Force Base members.

After four hours of city staff presentations of department goals and brainstorming, the council settled on several top goals that will prove tough.

See **Council**, Page A7

Council From Page One

A council majority asked city staff to speed up the adoption process of the city's proposed General Plan revisions so the process can finish by year's end, a goal staff said was highly unlikely.

The city must conduct an environmental impact review of the controversial revisions then hold a dozen public hearings before the council can vote on the plan, which should last into early 2002.

"We are talking taking three to four months off the process," Planning and Development Director Sean Quinn said. "That is difficult, if not impossible."

The council's concern is that this takes adoption of the revisions past the upcoming Fairfield City Council elections when two city council seats and the mayor's seat are up for election.

Revising the General Plan was a campaign promise several made in 1999. They hoped the revision could be completed before the council makeup changes.

"We got a mandate that we would do this on our watch," Councilman Harry Price said.

Staff repeatedly hit on solving the worsening traffic clog at the I-80/I-680 intersection, saying that the city is already doing what it can to get a solution funded and implemented.

"It is going as fast as it is going to go," Councilman Jack Batson said.

Councilmembers vowed to do more to help the area suffering most from this — Cordelia, Cordelia Villages and lower

Green Valley.

"We need to show these people out there that we are doing something," Mayor George Pettygrove said. "We need both short-term and long-term goals for that."

The city needs to do more to assure Cordelia area residents can get into and out of their homes more easily on roads now clogged with commuters, Councilman Steve Lessler said.

"We need to find creative ways to help Cordelia," Lessler said, suggesting stickers for residents' cars as one possibility to be examined.

The council again floated the idea of a camping ordinance to dissuade the homeless from taking up residence in city parks, streams and roadway underpasses.

Councilwoman Karin MacMillan didn't want to see the ordinance put in place until an adequate safety net of services and programs to help the homeless is available.

"We don't have any other options presently," MacMillan said.

Pettygrove and Lessler strongly stated the city should pressure "the other players" in the county's homeless joint powers authority to shoulder their share of the homeless problem with services and programs.

The council didn't like the fact the concentration of county social services programs in Fairfield has proven to be a magnet for homeless.

Ian Thompson can be reached at ithompson@dailyrepublic.net.

Second in a three-part special report

'WORN OUT' MACHINES



Photos by MIKH KEIRA / The Chronicle

BART riders are forced daily to negotiate an obstacle course of broken ticket machines and escalators just to ride the system.

Constant equipment failure throughout system frustrates riders, station agents

By Michael Cabanatuan,
Steve Rubenstein, Pia Sarkar
and Justino Aguila
CHRONICLE STAFF WRITERS

If it seems that something vital at your neighborhood BART station always is broken, you're neither mistaken nor alone.

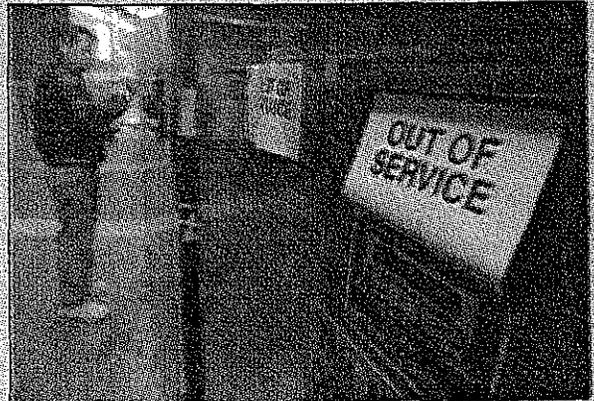
A five-day Chronicle survey of all 39 BART stations found that not a single one was able to make it through the workweek with all its ticket machines, change machines, add-fare machines, fare gates, rest rooms, elevators and escalators in working order.

Most BART stations are so

meagerly equipped that when a single machine goes on the fritz, it can mean long lines, missed trains and frustrated passengers.

As BART struggles to handle a huge and largely unexpected boom in ridership while trying to rehabilitate an aging and overwhelmed system, equipment breakdowns have become frustratingly frequent. BART riders are forced daily to negotiate an obstacle course of broken and poorly designed equipment — particularly ticket machines and escalators — just to ride the system.

"A lot of times the add-fare ma-



This out-of-service ticket machine was at Balboa Park station. Many stations suffer through busy commute times with several machines broken at once.

► BART: Page A9 Col. 1

Commuters' Tips for Surviving BART

By Michael Cabanatuan
CHRONICLE STAFF WRITER

Commuting aboard BART isn't just a way to get to work. Often it's a chore, a challenge, a test of your endurance, patience and persistence.

But, as with any other game, there are tricks and shortcuts neither published nor publicized. Until now. With the assistance of some veteran commuters, we offer some unofficial and even unauthorized tips for surviving your crowded commute on BART.

■ **Getting there:** With too few parking spaces and not enough bus service, getting to BART can be the toughest part of the trip.

If you drive, you have a few choices, the first of which is to get there early. How early? Parking lots and garages at all but three stations fill by 8 a.m.; at some stations, such as Pittsburg/Bay Point, it's more like 7 a.m.

Not an early riser? You've still got options. First off, parking is almost always available at the North Concord/Martinez, Richmond and Coliseum stations.

"Most of the people I know just go to North Concord" instead of searching for parking at Pittsburg/Bay Point, said Susan Walker, a secretary who lives in Antioch and rides BART to her job in San Francisco.

If that's not convenient, you can wait until the handful of so-called midday spots open at 10 a.m. But be forewarned: Parkers often start circling like hungry sharks well before the clock strikes 10. And don't try sneaking into a spot early. BART police rarely miss a chance to ticket a cheater.

Another option will cost you, but not as much as a ticket. Use one of the half dozen or so pay lots that have popped up on private property around the West Oakland station. The going rate is \$5 and the closest ones fill fast, but there is often parking for sale until late morning.

An added bonus for your five bucks: Since the West Oakland station is on all five BART lines, trains arrive every three to five minutes during commute hours.

■ **Getting a ticket:** BART's finicky ticket machines have ruined many a commuter's morning, refusing to take perfectly legal U.S. currency, taking it and refusing to give it back or simply refusing to work at all. Meanwhile, long lines have formed and everyone stuck in them has missed their train.

Like most problems, the easiest solution is avoidance. Buy high-value BART tickets and use the infernal devices as infrequently as possible.

If you must use a ticket machine but don't want to stand in

line, learn to use the newer charge-a-ticket machines — the confusing ones with multiple screens and more keys than your personal computer. Most commuters are too scared to touch them, so there's never a line.

■ **Getting a seat:** With BART's ridership rising faster than the water on the Titanic, it can be tough to get a seat. Walker, the Antioch commuter who works near the Embarcadero station, explains one of the oldest tricks in the book.

"When you leave the city, go a couple of stops ahead of your stop and backtrack to get a seat," she said.

But these days Walker favors a different strategy. She boards whichever eastbound train is leaving the city and stands until Oakland, when she transfers once or twice to a Pittsburg/Bay Point train after its Oakland-bound passengers have gotten off.

When BART is crowded but not packed, it's often possible to find seats in the first and last cars. Likewise, if you don't mind a little grunge, it's often easier to find a seat in BART's vintage cars — the unrenovated ones with the stale smell and dirty brown upholstery — when the new blue-upholstered cars are filled.

Knowledge can also be empowering, veteran commuters say.

"I try to have the schedule

memorized, train by train, and hit the time right on the minute," said Chris Hollis, a Walnut Creek commuter who assembles booths at Moscone Center in San Francisco.

Felisha Thomas, who takes BART from Concord to her job near the Powell Street station, says it helps to know the ebb and flow of ridership.

"Twenty minutes can make a big difference," she said. "At 7:30 (a.m.), the train will be crowded. But at 7:50 it's much better. And in evening, later is always better."

■ **Getting where you're going:** After the train pulls into the station, you still need to get where you're going. There are a few shortcuts that can make it easier.

Lots of BART stations are served by free shuttles that go to nearby employers, hospitals and shopping centers. If it's going your way, climb aboard. Chances are you won't be recognized as a free-loader.

But perhaps the best strategy for riding BART is the Zen-like approach suggested by Brad Deason, an Emeryville resident working as a San Francisco office temp.

"I just give myself plenty of time to get there," he said. "I'm never in a hurry."

Sure Brad, but what fun is that?

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

BART Gripses

Anybody who rides BART regularly has pet peeves — little annoyances that would seem to be easily remedied, but persist. Here, in question-and-answer format, are some common peeves and explanations from BART.

Q: Why doesn't BART install signs on escalators directing people to stand on the right and walk on the left?

A: Most BART users, at least at the busiest stations, already seem to know the drill, say BART officials, and if they don't, frustrated walkers are usually quick to inform them. BART considered installing such signs about 15 years ago, spokesman Mike Healy said, but decided it was unnecessary.

Q: Why doesn't BART offer direct Richmond-to-San Francisco service later at night or on Sundays?

A: BART's passenger loads drop significantly on Sundays and after the early evenings. BART officials say there is just not enough demand to make daily, all-day direct service on all lines financially feasible.

Q: Why doesn't BART run all-night or at least late-night service?

A: Throughout most of the system, BART has just one set of rails running in each direction. Since those rails need to be shut down for several hours at night to allow maintenance and

repairs, BART is unable to run around the clock.

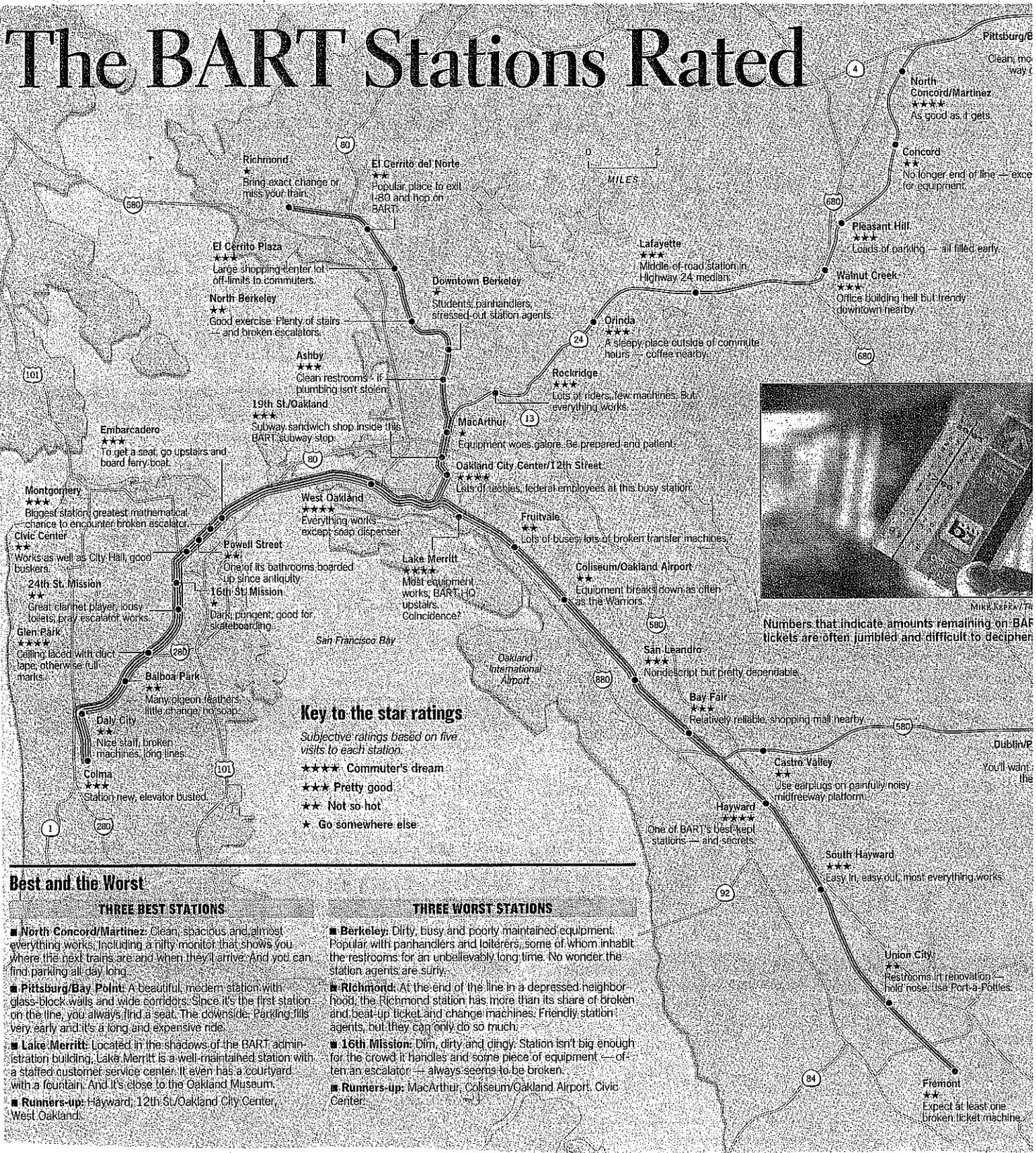
Q: Why aren't buses timed to coincide with the arrival of BART trains?

A: BART is a separate agency from those that run the buses that serve its stations and has no control over their schedules. Some of the agencies serving BART try to coordinate schedules and some run service frequently enough that it doesn't matter. But many stop running at night long before BART.

Q: Why can't you buy one ticket for the whole family?

A: Like most other transit agencies, BART requires a fare to be paid for each passenger. Discounted tickets can be purchased in advance at stores, station kiosks and BART's customer service center for children under 12. For several years in the 1980s and into the early 1990s, BART ran a family ticket program during the summer that allowed up to two children under 12 to travel free with a parent. The program was discontinued after BART changed marketing managers.

The BART Stations Rated



Key to the star ratings

Subjective ratings based on five visits to each station.

- ★★★★★ Commuter's dream
- ★★★★ Pretty good
- ★★★ Not so hot
- ★ Go somewhere else

Best and the Worst

THREE BEST STATIONS

- **North Concord/Martinez:** Clean, spacious and almost everything works, including a nifty monitor that shows you where the next trains are and when they'll arrive. And you can find parking all day long.
- **Pittsburg/Bay Point:** A beautiful, modern station with glass-block walls and wide corridors. Since it's the first station on the line, you always find a seat. The downside: Parking fills very early and it's a long and expensive ride.
- **Lake Merritt:** Located in the shadows of the BART administration building, Lake Merritt is a well-maintained station with a staffed customer-service center. It even has a courtyard with a fountain. And it's close to the Oakland Museum.
- **Runners-up:** Hayward; 12th St/Oakland City Center; West Oakland.

THREE WORST STATIONS

- **Berkeley:** Dirty, busy and poorly maintained equipment. Popular with panhandlers and loiterers, some of whom inhabit the restrooms for an unbelievably long time. No wonder the station agents are surly.
- **Richmond:** At the end of the line in a depressed neighborhood, the Richmond station has more than its share of broken and beat-up ticket and change machines. Friendly station agents, but they can only do so much.
- **16th Mission:** Dim, dirty and dingy. Station isn't big enough for the crowd it handles and some piece of equipment — often an escalator — always seems to be broken.
- **Runners-up:** MacArthur; Coliseum/Oakland Airport; Civic Center.

Vallejo council, staff hold planning retreat

The mayor, city council members, and key city staff met Friday for a strategic planning retreat, mapping out an action plan they hope will make Vallejo a more desirable place to live and work.

In fact, the session resulted in a five-year vision statement reflecting that goal.

"Vallejo will be the most desirable, progressive and livable city in the Bay Area," the statement reads.

In order to make that a reality, city officials came up with five three-year goals dealing specifically with issues facing the city now and in the future. Those five goals, in no particular order, are:

- Develop and implement an action plan to revitalize and clean-up downtown and integrate it with the Waterfront Plan.

- Encourage and support development of the Solano County Fairgrounds to a higher and better use.

- Upgrade city facilities and repair or replace infrastructure.

- Implement 30 percent of the Mare Island reuse plan.

- Fund the expansion, operation and maintenance of the transportation system.

A list of six-month objec-

tives was created for the three-year goals in an effort to keep the council and staff on track and excited about the work being done. The entire strategic plan will be brought before the council on Tuesday for adoption.

City staff and elected officials spent a day together working on the three-year goals, including breaking into small groups and discussing various topics that will affect the city in the immediate future and beyond. Among the activities the entire group participated in was a brainstorming session about what is going well in the city of Vallejo.

Attendees were able to come up with 62 different positive things about the city in a short time, from erasing the Marina Fund default to attracting an LPGA tournament to Hiddenbrooke Golf Club to the recent agreement between the Navy and the city over the cleanup of Mare Island.

City officials and staff will meet again in six months to determine what progress has been made on the various goals and what else needs to be done to accomplish those goals.

Rep. (2.1.01)



DATE: February 14, 2001
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 STA Board Minutes of January 10, 2001
- B. Approve Draft STA TAC Minutes for January 31, 2001
- C. Extend Terms for Existing Paratransit Coordinating Council Members and Appoint New Member
- D. PCC Letters of Documentation on FTA Section 5310 Applications for USARC/PACE and Ride with Pride
- E. Co-Sponsorship of YSAQMD Green Award
- F. Time Extension for TCI Funded Park and Ride Lot near Suisun City Amtrak Station
- G. STA Second Quarter Budget Report
- H. Resolution of Support for STA Credit Card
- I. Future STA Office Lease
- J. 2001-02 STA Budget Development



SOLANO TRANSPORTATION AUTHORITY
Minutes of Meeting of
January 10, 2001

I. CALL TO ORDER - CONFIRM QUORUM

Chair Donahue called the regular meeting to order at 6:01 p.m. A quorum was confirmed.

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

MEMBERS

PRESENT:

Dan Donahue (Chair)	City of Vallejo
Marci Coglianese (Vice-Chair)	City of Rio Vista
Pierre Bidou	City of Benicia
MaryAnn 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:

STAFF

PRESENT:

Kim Cassidy	Administrative Assistant
Dan Christians	Deputy Director for Planning
Robert Guerrero	Planning Assistant
Daryl K. Halls	Executive Director
John Harris	Deputy Director for Projects
Stacy Medley	Clerk of the Board
Elizabeth Richards	SCI Program Director
Janice Sells	Program Manager/Analyst
Melinda Stewart	Assistant Council
Jennifer Tongson	Projects Intern

ALSO

PRESENT:

Pam Belchamber	City of Vallejo
Matt Bidou	City of Benicia

Lenka Culik-Caro
Kevin Daughton
Jason DeGrasse
Dale Dennis
Mike Duncan
Bob Grandy
John Gray
Paul Hom
Ron Hurlbut
Bernice Kaylin
Alan Nadritch
Cameron Oakes
Rodney Pimentel
Dave Ryan

Caltrans
City of Fairfield
CH2M Hill
PDM
City of Suisun City
Grandy and Associates
County of Solano
City of Vacaville
City of Fairfield
League of Women Voters (Solano Co.)
City of Benicia
Caltrans
CH2M Hill
Daily Republic

II. APPROVAL OF AGENDA

On a motion by Member Slade, and a second by Vice Chair Coglianese, the Board unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENTS

None

IV. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- New STA Board Alternates Announced
- New Caltrans North Bay Design Chief Announced
- Appointment of STA Chair and Vice Chair for 2001
- Countywide Traffic Model
- Intercity Transit Funding
- State and Federal Advocacy Efforts Underway

V. COMMENTS FROM STAFF, CALTRANS, AND MTC

No Comments from staff or MTC.

Daryl Halls stated that Dianne Steinhauser, Caltrans design chief, would not be attendance due to a minor car accident she was involved in yesterday.

He introduced Helena "Lenka" Culik-Caro, the new Caltrans Design Chief for the North Bay. Lenka provided a short presentation.

VI. PRESENTATION ON STA HIGHLIGHTS FOR 2000

Chair Donahue presented the STA's accomplishments during the year 2000.

VII. INTRODUCTION AND SWEARING-IN OF NEW STA BOARD ALTERNATE(S)

Stacy Medley swore in new alternate member Matt Bidou, City of Rio Vista.

VIII. CONSENT AGENDA

On a motion by Member Slade, with a second by Member Silva, the following consent agenda was approved:

- A. **Minutes of Meeting of December 13, 2000**
Recommendation: Approve minutes of the STA Board meeting of December 13, 2000
- B. **Draft Minutes of December 20, 2000 STA TAC meeting**
Recommendation: Review draft minutes of the December 20, 2000 STA TAC meeting
- C. **FY 2000-01 1st Quarter Abandoned Vehicle Program Report**
Informational
- D. **Distribution of Local RABA Fund for Local Road Repair Projects**
Recommendation: Approve the attached RABA local road rehabilitation project list for submission to MTC
- E. **STA's 2001 Priority Projects**
Recommendation: Approve the STA's 2001 Priority Projects
- F. **1999-00 Abandoned Vehicles Abatement Program Annual Report**
Recommendation: Approve the 1999-2000 Abandoned Vehicle Abatement Program Annual Report as submitted
- G. **Board Appointments to Subcommittees for Comprehensive Transportation Plan**
Recommendation: Approve proposed Appointments to the Subcommittees for Comprehensive Transportation Plan
- H. **I-80/680/780 Corridor Study Agreement with Caltrans**
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
- I. **STIP/TAP Agreement**
Recommendation: Authorize the Executive Director to work with the NCTPA to procure a joint highway project assistance contract utilizing STIP-TAP funding

IX. ACTION ITEMS: FINANCIAL

A. I-80/680/780 Corridor Study Consultant and Project Manager

John Harris presented this item. He stated that two consultants responded to the RFP to conduct the corridor study. Interviews took place and Korve Engineering was chosen for this project. Two firms were also interviewed for the project management RFQ and the team from the Project Delivery Management Group (PDM) was chosen.

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

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

X. ACTION ITEMS: NON FINANCIAL

A. 2000 Solano Countywide Traffic Model Update

Dan Christians presented the item. He stated that letters have been received by seven member agencies in Solano County supporting this model. He also stated that the requested changes to the model have been entered into the model, and the projections will be provided at a later date when it is complete.

Vice Chair Coglianese and Member Slade noted they has reviewed this model and discussed it with their staffs and now support the recommendation.

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.

On a motion by Vice Chair Coglianese, and a second by Member Spring, the STA Board unanimously approved the staff's recommendation.

Member Lessler entered the meeting at 6:25 p.m.

Daryl Halls asked that the minutes note that Ken Harms, City of Fairfield Modeler, has put a lot of time and effort into this project and did a magnificent job updating the model.

B. Draft 2001 STA Legislative Platform and Priorities

Daryl Halls presented the item. He stated that there are some minor modifications to the platform provided to the STA Board. He then went over these modifications.

Member Courville stated that numbers 1 and 3 are the same on pages 64 and 65.

Daryl stated that this would be corrected before printing the final list.

Recommendation: Approve 2001 Legislative Priorities and Platform

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

C. YSAQMD Clean Air Fund Program Screening Committee

Dan Christians presented the item. He stated that applications have been received and asked the Board to select two STA Board members to be part of the Screening Committee to review the applications.

Vice Chair Coglianese and Member Courville stated they are currently on this Board, which would exempt them from serving as STA representatives on the committee.

Member Slade and Chair Donahue both volunteered to be on the screening committee.

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

On a motion by Member Sperring and a second by Member Lessler, the STA Board unanimously approved the recommendation and appointed members Donahue and Slade.

XI. ELECTION OF STA CHAIR AND VICE CHAIR

Member Slade nominated Vice Chair Coglianese to be appointed as Chair to the STA Board for the year 2001.

On a motion by Member Slade and a second by Chair Donahue, the STA Board unanimously approved this nomination.

Member Pierre Bidou nominated Member Silva as Vice Chair to the STA Board for the year 2001.

On a motion by Member Pierre Bidou, and a second by Member Lessler, the STA Board unanimously approved this nomination.

XII. INFORMATION ITEMS: (DISCUSSION NECESSARY)

A. Solano Comprehensive Transportation Plan

Dan Christians presented information on this item. He stated that the model, which was approved earlier in the agenda, would be used as part of this plan. The Plans comment card has been put onto the web site. The next series of Subcommittee meetings will commence during the March/April.

Member Slade asked how many hits have taken place on the web site. Dan stated that approximately 20 hits take place per day. Staff will provide an aggregate count at the next meeting.

Vice Chair Coglianese asked if staff could do a bulk email asking people to go to our website and review and comment on this plan. Dan noted that this could be done.

B. I-80/680 Interchange Status Report

John Harris presented information on this item. He stated that at two separate meetings, Caltrans staff expressed FHWA and highway operations staff concerns about pursuing a PSR on the Green Valley Interchange segment of I-80/680. In order to prepare for funding opportunities in a timely manner, STA staff recommends that the PSR be postponed until after completion of the I-80/I-680 interchange segment of the Corridor Study.

C. FasTRAK – Transit Operators

Elizabeth Richards presented information on this item. She explained that FasTRAK is now on all Bay Area bridges and that she had contacted Caltrans regarding issues related to vanpools on the Carquinez Bridge, which Caltrans is working to resolve. Staff is working to make vans electronically exempt from having to pay the toll on the bridge.

Member Lessler stated that if you have a registered car through FasTRAK that its still okay to go through without the transponder. He stated that Caltrans should be able to modify their system.

Member Pierre Bidou stated that there have been complaints from Benicia residents about them applying for the transponders and receiving inactive transponders, and then being put onto a long waiting list to have the transponder activated.

XIII. FUNDING OPPORTUNITIES

A. BAAQMD Transportation Fund for Clean Air – February 15, 2001

B. YSAQMD Clean Air Fund Program – Provide Preliminary to STA by February 9 and Final to YSAQMD by February 23, 2001

C. Section 5310 Bus Purchase Program – February 27, 2001

D. Transportation for Livable Communities (TLC) Capital Grants – March 2001

E. Safe Route to Schools, Second Cycle – March 1, 2001

F. Electric Peak Load Efficiency Grant Program for Replacement of Incandescent Traffic Signals with LED Traffic Signals – March 1, 2001

G. Bay Trail Program – April 6, 2001

XIV. BOARD MEMBERS COMMENTS

Member Slade stated that this last year was a very good year for her and that she learned a lot from being on the Executive Committee, along with the STA Board

Member Pierre Bidou thanked Chair Donahue for a great job during his year as Chair.

Daryl Halls mentioned that the new STA brochures are just about completed and will be distributed soon.

Member Spering stated that having Norman Minetta as U.S. Transportation Secretary will be a positive thing for the Bay Area and STA.

XII. ADJOURNMENT

The STA Board meeting was adjourned at 6:47 p.m. The next regular meeting will be held at 6:00 p.m., February 14, 2001, at the Suisun City Council Chambers.



TECHNICAL ADVISORY COMMITTEE
Minutes of the meeting of
January 29, 2001

1. CALL TO ORDER

The regular meeting of the STA Technical Advisory Committee was called to order at approximately 1:30 p.m. in the Solano County Transportation Department Conference Room.

Present:

Ray Pang	Caltrans Design
Johnson Lee	Caltrans Local Assistance
Rich Monroe	Caltrans Local Assistance
Moe Shakernia	Caltrans Local Assistance
Cameron Oakes	Caltrans Trans. Planning
Virgil Mustain	City of Benicia
Michael Throne	City of Benicia
Janet Koster	City of Dixon
Kevin Daughton	City of Fairfield
Ron Hurlbut	City of Fairfield
Jim Holden	City of Rio Vista
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
Gary Leach	City of Vallejo
John Gray	County of Solano
Paul Wiese	County of Solano
Ashley Nguyen	MTC
Dale Dennis	PDM
Kim Cassidy	STA
Dan Christians	STA
Robert Guerrero	STA
Daryl Halls	STA
John Harris	STA
Dan O'Brian	YSAQMD

II. OPPORTUNITY FOR PUBLIC COMMENT

None

III. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: Rich Monroe noted that Local Assistance has developed several new programs including one for pedestrian safety.

MTC: Ashley Nguyen stated the updated 2001 Regional Transportation Plan would be highlighted during today's meeting.

IV. CONSORTIUM UPDATE

Kevin Daughton suggested review from the morning meeting as items are discussed.

V. CONSENT CALENDAR

The following Consent Calendar was approved unanimously:

- A. Minutes of Meeting of December 20, 2000
- B. Review Funding Opportunities Calendar
- C. PCC Letters of Documentation on FTA Section 5310
Applications for USARC/PACE and Ride with Pride
- D. State Transit Assistance Funds (STAF) Call for Projects
- E. Red Top Slide Status
- F. Adopt 2001 Legislative Platform and Priorities
- G. Jepson Parkway Section 404 Project Purpose and Need Statement
- H. Time Extension for TCI Funded Park and Ride Lot near Suisun City Amtrak Station

On a motion by John Gray, and a second by Ron Hurlbut, the STA TAC unanimously approved the consent calendar.

VI. ACTION ITEMS

A. 2001 Countywide Bicycle Plan

Daryl Halls asked for any additional changes to the plan in writing. Dan Christians highlighted changes made to the 2001 Countywide Bicycle Plan since the public meeting. Several STA TAC members stated that several of their comments/corrections were not incorporated in Draft plan.

At Daryl Halls suggestion, the STA TAC agreed to table action until the February TAC meeting.

B. I-80/680 Interchange and I-80/680/780 Corridor Study Status Report

Daryl Halls introduced Dale Dennis, Project Manager (PDM). After providing a brief background of his experience, Dale highlighted an 18 month summary schedule of the Corridor Study.

Janet Koster requested that she replace Ron Tribbet on the committee for the I-80, Leisure Town to Yolo County Line segment.

Recommendation: 1.) Approve STA TAC participants for seven segments of corridor study and 2.) Forward project schedule for I-80/680 interchange and I-80/680/780 Corridor Study to the STA Board for approval

On a motion by Jim Holden, and a second by Mike Duncan, the STA TAC unanimously approved the recommendation.

C. YSAQMD Funding Phase Out Plan for Route 30 and 40

John Harris reviewed the grant application process for FY01-02. Applicants are due next month. A recommended phase-out plan of air district funding for the Route 30 and Route 40 was also reviewed and recommended.

Recommendation: Forward a recommendation to the STA Board to approve the YSAQMD funding Phase Out Plan for Route 30 and 40

On a motion by Mike Duncan, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation with John Gray abstaining until after meeting with the County Board of Supervisors on Monday, February 5, 2001.

D. Preliminary Unmet Transit Needs Response for 2001-02

Member agencies and STA staff discussed the 23 preliminary issues. Member agencies who were not present at the January 31, 2001 are asked to forward their proposed responses to the STA. A comprehensive response will be forwarded to the STA Board for review and approval.

Recommendation: Forward a recommendation to the STA Board to approve Preliminary Unmet Transit Needs Response for 2001-02

On a motion by Ron Hurlbut, and a second by Dale Pfeiffer, the STA TAC unanimously approved the recommendation subject to reaffirmation by individual members.

E. Countywide Trails Plan

Dan Christians explained that the STA's Alternative Modes Subcommittee has reviewed and recommended the proposed development of a Countywide Trail System. Dan Christians highlighted two funding sources that could help fund this effort. They include:

the YSAQMD Clean Air Fund (for north county) and the Bay Trail Program (for south county).

Recommendation: Forward a recommendation to the STA Board to apply for funding and prepare a Countywide Trails Plan in conjunction with the Solano County Department of Environmental Management

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

VII. INFORMATION ITEMS

A. Vanpool Week Promotion

Daryl Halls on behalf of Elizabeth Richards explained the Vanpool Week theme including a local media campaign, which is under development. Samples of artwork were also presented.

Green Award - non-agendized. Daryl Halls noted the Green Award will recognize four businesses in Solano County for their innovative and cost effective solutions to improve air and water quality as well as waste management. Award applications will be distributed in April. Under this item, Daryl Halls recommended the STA TAC support a participating membership for the Green Award as requested by YSAQMD.

Recommendation: Forward a recommendation to the STA Board to agree to be a participating member for the Green Award and to provide letters of support in applying for the grant.

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

B. Regional Transportation Plan (RTP) Schedule

Dan Christians explained the comprehensive update process to the Regional Transportation Plan (RTP) and highlighted the planning process which will soon start for 2001/2002. The STA is readying to submit projects for the new RTP. A detailed timeline of the RTP was presented.

C. Status of Carquinez and Benicia-Martinez Bridge Projects

John Harris reviewed construction status of the Carquinez and Benicia-Martinez Bridge. He noted the seismic retrofit portion of the Carquinez Bridge project is 85% complete with scheduled completion date of August 2001 and the new span of the Benicia-Martinez Bridge is expected to be open during the second calendar quarter of 2004.

D. Draft Performance Measures for Solano Comprehensive Transportation Plan

Dan Christians reviewed proposed Performance Measures drafted by Fehr and Peers. He noted these measures will evaluate the effectiveness various projects will have on the roads functional classification system. With input provided by the STA TAC, final measures will be brought back for approval at the February STA TAC meeting.

E. YSAQMD Subcommittee Meeting to Review and Comment 2001-02 Clean Air Fund Applications

Dan Christians requested all draft applications be submitted to the STA by February 9 for review by the subcommittee February 15, 2001. Final submittal to YSAQMD for Clean Air Fund applications is February 23, 2001.

F. Applications and Call for Projects for 2001-02 Solano TFCA Program

Dan Christians commented the STA is issuing a Call for Projects for the 2001-02 Transportation Fund for Clean Air (TFCA) Program with a deadline of March 16, 2001. Eligible applicants include the cities of Benicia, Fairfield, Suisun City, Vallejo, County of Solano, public schools and universities.

G. Project Monitoring Program

John Harris reviewed an attached updated listing of highway projects for Solano County.

H. Status of STIP-Funded Projects with June 30, 2001 Allocation Date

John Harris highlighted a spreadsheet from MTC listing Solano County STIP projects requiring allocation by June 30, 2001. A copy of the MTC STIP listing with results was attached and reviewed.

I. Highway 12 MIS Status Report

Dan Christians reviewed progress of the Highway 12 MIS subcommittee. The subcommittee has approved an Existing Conditions Report, a Draft Evaluation Methodology and Potential Alternatives. The next phases will be to complete an operational analysis of existing traffic conditions, financial and planning elements, and a traffic operations/traffic management element.

J. 2001-02 STA Budget Development

Daryl Halls highlighted a draft schedule for the STA FY 2001/02 budget.

K. Transit Working Groups Status Report

John Harris noted in July 2000, the STA Board created North County and South County transit working groups. John Harris reviewed the purpose of these working groups, as well as, the list of seven short-term inter-city transit-funding priorities.

ADJOURNMENT

The meeting was adjourned at approximately 3:40 p.m. The next meeting is scheduled for Wednesday, February 28, 2001 at 1:30 p.m.



DATE: February 7, 2001
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: Extend Terms for Existing Paratransit Coordinating
Council Members and Appoint New Member

Background:

Solano Paratransit Coordinating Council (PCC) members can serve a term of three years and can be re-appointed for additional terms subject to approval by the PCC and the STA Board. The terms of the following five members and their alternates of the Solano PCC expired in December 2000.

CLASSIFICATION	MEMBER
Public Agency	Abe Bautista, PCC Chair, Solano County Social Services
Public Agency	Cat Evanson, Solano Community College
Handicapped	Fred Ramsey, PCC Parliamentarian, Dixon Resident
Social Service Provider	Marcia Kent, PCC Vice-Chair, Vallejo Yellow Cab
MTC Elderly & Disabled Representative	Jim Simon, Vacaville Resident

All five members expressed interest in serving an additional term and were unanimously approved by the PCC. The PCC forwarded a recommendation to the STA Board to re-appoint all five members for an additional term of three years.

Also, the PCC forwarded a recommendation to the STA Board to appoint Richard Broaddus of Independent Living Resource as a Social Service Provider. Mr. Broaddus has attended three PCC meetings and submitted a letter of interest to become a committee member. Attached is: 1.) Richard Broaddus' letter of interest and 2.) Proposed a PCC membership list with appointments included.

Recommendation:

Approve the re-appointments and proposed appointment of Richard Broaddus to the Solano Paratransit Coordinating Council

Attachments

January 15, 2001

PCC Committee Members,

I'm writing you to formally request a seat on your Committee. I'm a person with a disability and have worked with the disabled all my life in many capacities... IHHS worker, Advocate, independent living specialist, special ED teacher, and presently Branch Manager of Independent Living Recourse here in Fairfield for the last 2 years.

Throughout my years working and living in the disabled community I'm well aware of the concerns of my fellow consumers, and wish to expand my Advocacy. I also have been a Board Member of Napa Community Housing for the last 2 years, sharing my knowledge and experience concerning the People with disabilities as it relates to housing.

Beyond my personal life experience, I hold a BA in Liberal Arts and a California Teaching Credential with focus on Special ED.

I look forward to serving on your Committee and I know I will be an asset to you and this community.

Thank you for considering me,



Rich Broaddus
Work Phone (707) 435-8174

PROPOSED PCC MEMBERSHIP LIST

CLASSIFICATION	MEMBER	ALTERNATE	TERM EXP.
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Voting Members

Transit Users

1. Elderly	Vacant	Vacant	
2. Low Income	Vacant	Vacant	
3. Handicapped	Fred Ramsey, PCC Parliamentarian	Gloria G. Davis	12/03

Members-at-Large

4. Member-at Large	Vacant	Vacant	
5. Member-at-Large	Vacant	Vacant	

Public Agencies

6. Education-Related	Cat Evanson, Solano Community College	Ted Harding	12/03
7. Solano County	Abe Bautista, PCC Chair, Solano County Mental Health Services	Richard Sibley	12/03

Social Service Providers

8. Yellow Cab Vallejo/Benicia	Marcia Kent, PCC Vice-Chair	Zora Mangat	12/03
9. MV Transportation Co.	Larry Schwahn	Vacant	3/02
10. MTC Elderly & Disabled Representative	Jim Simon	Ed Watson	12/03
11. Independent Living Resource	Richard Broaddus	Vacant	1/04
12.	Vacant	Vacant	

Non-Voting Members

1. Benicia Transit	Alan Nadritch	Carole Simpkins	N/A
2. Caltrans District 4	Burdette Conner		N/A
3. Dixon Read-Ride	Vanessa Klaiber- Guerrero	Jeff Matheson	N/A
4. Fairfield/Suisun	Kevin Daughton	Mike Delude	N/A
5. MTC	Alan Eliot		N/A
6. Rio Vista Transit	Jim Holden		N/A
7. Solano County	John Gray		N/A
8. Vacaville	Trent Fry	Karri Remme	N/A
9. Vallejo Transit	Pam Belchamber	Pam Gillam	N/A



DATE: February 7, 2001
TO: STA Board
FROM: Robert Guerrero, Planning Assistant
RE: PCC Letters of Documentation on FTA Section 5310
Applications for USARC/PACE and Ride with Pride

Background:

Caltrans is requesting FY 2001-02 FTA Section 5310 Program applicants to obtain a letter of documentation from their respective county's Paratransit Coordinating Council (PCC) attesting to opportunities for transportation coordination. The Upper Solano Association for Retarded Citizens, Inc. (USARC/PACE) and the Vacaville Ride with Pride have requested letters of documentation from the Solano PCC for their Section 5310 applications.

Discussion:

At the PCC meeting held January 19, 2001, the PCC unanimously agreed to forward a recommendation to the STA Board to approve the letters of documentation as requested by both sponsors. Their decision was based on support letters received from the City of Vacaville, Solano Paratransit, and Vallejo Run About. Attached are PCC letters of documentation and letters of support for USARC/PACE and Ride with Pride.

On Wednesday, January 31, 2001, the STA Technical Advisory Committee and the Solano Links Consortium approved this item and forwarded a recommendation of approval to the STA Board members.

Recommendation:

Authorize the PCC to send Letters of Documentation and Support on FTA Section 5310 Applications for USARC/PACE and Ride with Pride

Attachments

USARC/PACE Attachments



Solano Transportation Authority

DRAFT

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Solano Paratransit Coordinating Council

Area Code 707
422-6491 • Fax 438-0656

Members: January 19, 2001

Benicia	Linda Craig, Licensing/ Safety Director
Dixon	USARC/PACE
Fairfield	419 Mason St. Suite 118
Rio Vista	Vacaville, CA 95688
Solano County	
Suisun City	
Vacaville	
Vallejo	

Re: Request for documentation for FTA Section 5310 Program

Dear Ms. Craig:

The Solano Paratransit Coordinating Council supports your request for FTA Section 5310 funds. We believe that all paratransit services, including your program, coordinate their efforts in Solano County to meet the service demand for people with disabilities. Also, the City of Fairfield, City of Vacaville, and Vallejo Run-About concur that full coordination is taking place and support your application for the Section 5310 funds. All three agencies recognize the growing need for paratransit services and USARC/PACE will help to alleviate demand for their services. Attached are letters of support.

Your participation in recent PCC meetings to provide input on the paratransit program in Solano County is appreciated.

Sincerely,

Abe Bautista
Solano Paratransit Coordinating Council Chair

Cc: Daryl Halls, STA Executive Director

USARC PACE

"Working together for meaningful lives"

419 Mason Street, Suite 118, Vacaville CA 95688
(707) 448-2283 Fax: (707) 448-6892

January 16, 2001

Paratransit Coordinating Council
333 Sunset Ave., Suite 2000
Suisun CA 94585

RE: Request for documentation for 5310 Application

USARC/PACE needs your assistance in completing Part III, questions 2.h. and 2.o. of the FTA 5310 Application process. These questions require a letter(s) that confirms:

- 2.h. there is inadequate/inappropriate service in the area to meet our needs, and that
- 2.o. no opportunities exist to coordinate the use of the vans that will be requested.

In order to help you understand our transportation needs I have provided a brief description of the services we currently provide.

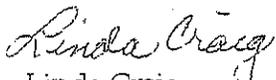
Upper Solano Association for Retarded Citizens, Inc. (USARC) is a private non-profit corporation that has served developmentally disabled persons in Solano County for 40 years. We operate ten adult day programs, referred to as "PACE", throughout Solano County which are licensed by Community Care Licensing, Department of Developmental Services. We also provide supported living and supported employment opportunities. We currently serve 393 people. We refer to ourselves as USARC/PACE.

USARC/PACE provides transportation services for 297 adults (265 ambulatory and 32 non-ambulatory). Our service provides set route, curb-to-curb service from the individual's home to the PACE adult day programs and training sites in the community. The disability of the riders range from mild to profound and require constant supervision by staff who are trained to handle the broad range of special needs, including medical and behavioral challenges.

In order to meet the time constraints required by unique training, job site and program needs we must maintain consistent, precise routes and schedules. Our fleet of 21 vans run from 6:30 a.m. until 4:00 p.m. Monday through Friday and occasionally on weekends for job sites and special events.

Your support by responding to this request for documentation no later than January 24, 2001 is appreciated.

Sincerely,



Linda Craig
Licensing/Safety Director



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

COUNCIL

Mayor
George Pethygrove
707.428.7395

Vice-Mayor
Harry T. Price
707.429.6298

Councilmembers
707.429.6298

Jack Batson

Steve Lessler

Karin MacMillan

•••

City Manager
Kevin O'Rourke
707.428.7400

•••

City Attorney
Greg Stepanich
707.428.7419

•••

City Clerk
Gina Merrell
707.428.7384

•••

City Treasurer
Oscar G. Reyes, Jr.
707.428.7497

DEPARTMENTS

Community Services
707.428.7465

•••

Finance
707.428.7496

•••

Fire
707.428.7375

•••

Human Resources
707.428.7394

•••

Planning &
Development
707.428.7461

•••

Police
707.428.7551

•••

Public Works
707.428.7485

Department of Public Works

January 19, 2001

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

Dear Mr. Halls:

The City of Fairfield supports USARC/PACE's request for Federal Transit Administration (FTA) Section 5310 funds to expand or replace vehicles in their equipment fleet.

The transportation service that USARC/PACE provides to their clients assists us, the City of Fairfield, in reducing the demand of the local Americans with Disabilities Act (ADA) Paratransit service, which is currently running at near capacity.

Therefore, to maintain the current assistance that USARC/PACE provides their clients, and the assistance that these vehicles provide the City of Fairfield with the capacity issues on the local ADA Paratransit service, the City of Fairfield and Fairfield/Suisun Transit recommend that USARC/PACE's request be considered.

Should you need further clarification or require more information, please contact Kevin S. Daughton, Transportation Manager, at (707) 428-7641.

Sincerely,

E. Michael Dulude

E. Michael Dulude
Transportation Technician II
(707) 428-7590

:emd

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



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

January 17, 2001

Solano Transportation Authority
 ATTN: *Daryl K. Halls, Executive Director*
 333 Sunset Avenue, Suite 200
 Suisun City CA 94585

Dear Mr. Halls:

The City of Vacaville supports USARC/PACE's request for FTA Section 5310 funds to expand/replace their fleet of aging vehicles. This agency provides a much-needed service to our community, both within and outside our City limits. Our own dial-a-ride program, Special Services, has complemented USARC/PACE rider requests in the past, but has not and does not intend to replace their program. Our paratransit program is expanding at a tremendous pace and could not, even if we desired, support all the needs of USARC/PACE.

Some of our paratransit riders, formerly USARC/PACE riders, have chosen our program for their transportation needs because of rusted or corrosive floors on their program's vehicles. Vacaville City Coach's Special Services makes every attempt to meet the needs of all riders desiring transportation, however our pool of ADA certified eligibles has increased from just over 400 five years ago to over 1,100 at the end of 2000. Although our paratransit fleet has increased by two vehicles (thanks to FTA's Section 5310 program), we will not be able to meet all rider requests if growth continues at this rate.

For the reasons stated above, the City of Vacaville supports USARC/PACE's request for favorable consideration of their FTA Section 5310 grant application. If you have any questions please call our Transit Coordinator, Mr. Trent Fry, (449-5330).

Sincerely,

TRENT K. FRY
 Transit Coordinator

c. Gian Aggarwal, Deputy Director of Public Works

DEPARTMENTS: Area Code (707)

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

3215 Sonoma Boulevard
Vallejo, California 94589
707 • 649 • 1999
(facsimile) 707 • 649 • 2066
LFS2222@aol.com

Dear Daryl,

The RUNABOUT Paratransit service for the City of Vallejo supports USARC/PACE'S request for FTA Section 5310 funds to expand/replace their fleet of aging vehicles.

In the last five years at RUNABOUT, we haven't had much of an opportunity to work with or use PACE, but I feel that with the growing demand for a dial-a-ride type Paratransit service in the Solano County area that any help that any of the cities get will relieve some of the pressure.

The bottom line is to take care of those people in the surrounding area that have a need for our type of service and with that I would once again like to give my support to USARC/PACE.

Sincerely,

A handwritten signature in cursive script, appearing to read "Larry Schwahn". The signature is fluid and somewhat stylized, with the first and last names being the most prominent.

Larry Schwahn
Division Manager

Ride with Pride Attachments



DRAFT

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Solano Paratransit Coordinating Council

Area Code 707
422-6491 • Fax 438-0656

Members: January 24, 2001

Benicia Catherine Linderer, President of Ride with Pride
Dixon Ride with Pride
Fairfield 411 Kendal Street
Rio Vista Vacaville, CA 95688
Solano County
Suisun City
Vacaville
Vallejo

Re: Request for documentation for FTA Section 5310 Program

Dear Ms. Linderer,

The Solano Paratransit Coordinating Council (PCC) supports your request for FTA Section 5310 funds. We believe that all paratransit services, including your program, coordinate their efforts in Solano County to meet the service demand for people with disabilities. The City of Vacaville also supports your request and indicated coordination is taking place. The City of Vacaville recognizes the growing need for paratransit services and Ride with Pride will help to alleviate demand for their services. Attached is the City of Vacaville's letter of Support.

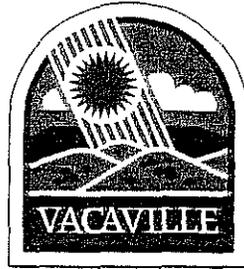
The Solano PCC appreciates the participation and input of Jim Simon, Vice-President of Ride with Pride, on paratransit programs at our meetings.

Sincerely,

Abe Bautista
Solano Paratransit Coordination Council Chair

Cc: Daryl Halls, STA Executive Director

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



CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908

ESTABLISHED 1850

January 24, 2001

Solano Transportation Authority
ATTN: *Daryl K. Halls, Executive Director*
333 Sunset Avenue, Suite 200
Suisun City CA 94585

Dear Mr. Halls:

The City of Vacaville supports Ride With Pride's request for FTA Section 5310 funds to purchase wheelchair equipped vehicles to assist their elderly and clients with disabilities. This agency provides a much-needed service to our community, both within and outside Vacaville City limits. Our own dial-a-ride program, *Special Services*, complements Ride With Pride rider requests. However, our City program has not and does not intend to replace Ride With Pride's service. *Special Services* (paratransit) program is expanding at a tremendous pace and could not, *even if we desired*, support all the needs of Ride With Pride patrons.

Several of our paratransit riders have selected the Ride With Pride program for their transportation needs because of their flexibility and less stringent rules. Vacaville City Coach's *Special Services* makes every attempt to meet the needs of all riders desiring transportation, however our pool of ADA certified individuals has increased from nearly 400 five years ago to well over 1,100 at the end of 2000. Although City Coach's paratransit fleet has increased by two vehicles (thanks to FTA's Section 5310 program), we will not be able to meet all rider requests if growth continues at this rate.

For the reasons stated above, the City of Vacaville supports Ride With Pride's request for favorable consideration of their FTA Section 5310 grant application. If you have any questions please call me at 449-5330.

Sincerely,


TRENT K. FRY
Transit Coordinator

c. Gian Aggarwal, Deputy Director of Public Works

DEPARTMENTS: Area Code (707)

Administrative Services 449-5101	City Attorney 449-5105	City Manager 449-5100	Community Development 449-5140	Community Services 449-5654	Fire 449-5452	Housing & Redevelopment 449-5660	Police 449-5200	Public Works 449-5170
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DATE: February 8, 2001
TO: STA Board
FROM: Elizabeth Richards, Program Director
RE: Co-Sponsorship of YSAQMD Green Award

Background:

The STA's Solano Commuter Information Program is an active participant of the Regional (Napa/Solano) Environmental Public Education Group (REPEG). REPEG was formed about a year ago to coordinate and maximize the outreach of a variety of environmental programs and activities. Participants' programs cover air and water quality as well as waste and land management. Yolo-Solano Air Quality Management District (YSAQMD) and Bay Area Air Quality Management District (BAAQMD) are members. Out of this effort, YSAQMD has proposed and offered to take the lead on developing a "Green Award" program. The Green Award would honor four Solano businesses for exemplary compliance in a variety of environmental sectors and who also implement innovative, cost-effective strategies to environmental problems in or near the workplace. Along with several other agencies, the YSAQMD is requesting STA support of this award by devoting a small amount of staff time to this project and allowing the use of STA's logo on Green Award materials. Should the STA Board approve of this effort, it should note that the actual award name might be other than the "Green Award".

Discussion:

Several agencies have agreed to join the YSAQMD in developing the Green Award: City of Vacaville (Waste Water Division), Fairfield-Suisun Sewer District, Solano County Integrated Waste Management, and Suisun Marsh Natural History Association. As the attached letter states, the YSAQMD would like STA's support to include an agency involved with air quality issues pertaining to transportation and trip reduction programs. The YSAQMD is pursuing funding for the Green Award through a grant program and a broader range of support would be advantageous.

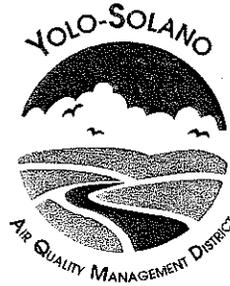
A tentative timeline has been established for this award program. Applications are to be finalized in March. The program would be publicized and applications distributed in April. April 22 is Earth Day which focuses on a wide range of environmental issues. Deadline for applications would be June and applications would be reviewed in July with winners determined in August. An awards ceremony and publicity would be held in September during National Pollution Prevention Week.

The Green Award would be an opportunity for STA to recommend businesses who are doing exemplary work. As an REPEG member, SCI staff is willing and available to contribute time and publicity to develop this program.

Recommendation:

Support the YSAQMD by being a participating agency in developing and implementing a Green Award program for Solano businesses

Attachment



February 5, 2001

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

Dear Mr. Halls,

The Yolo-Solano Air Quality Management District would like to invite STA to be a participant in the first inter-agency Green Award in northern California. The goal of the participating agencies is to recognize and award four businesses in Solano County for not only exemplary compliance in a variety of environmental sectors but also for innovative, cost effective solutions to environmental problems associated in or near the workplace.

Already we have four other agencies who have agreed to join the Air District in this endeavor, namely the City of Vacaville (Wastewater Division), Fairfield-Suisun Sewer District, Solano County Integrated Waste Management, and Suisun Marsh Natural History Association. The participating agencies represent a wide variety of environmental concerns, such as air and water quality, sewer and waste management, and the health of the natural environment and its inhabitants. We feel that our program would be complete with STA on board, since transportation and trip reduction programs are a necessary component to the aforementioned environmental issues.

Finally, STA would show its support for this Green Award by allowing us to use its logo on all promotional materials (along with the other agency logos) and by devoting a small amount of staff time to the organization and implementation of this award. If you have any questions on the structure of the Solano Green Award, do not hesitate to contact our Public Information Officer, April Amberman, at (530) 757-3657.

Sincerely,

Larry Greene
Executive Director
Yolo-Solano AQMD



DATE: February 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Time Extension for TCI Funded Park and Ride Lot
Near Suisun City Amtrak Station

Background:

In 1997-98, the STA was successfully approved for a \$591,000 state-funded Transit Capital Improvement (TCI) grant for acquisition and improvement of a 1.55-acre parking lot on the southeast corner of Ohio and Jefferson Street (north of Highway 12 and the Union Pacific tracks) for the Suisun City Rail Station. On May 10, 2000, the California Transportation Committee approved an allocation of the TCI funds and these must now be obligated within one year of that date unless a time extension is approved by CTC.

Since the funds were allocated last year, there has been substantial discussion with the City of Suisun City about revising the project scope. Discussions have included moving some of these funds to: 1.) Construct parking lot improvements at a vacant Caltrans property adjacent to the existing park and ride lot on the south side of Highway 12, 2.) Acquire the Solano Garbage Company lot on the north side of Highway 12, and 3.) Provide some minimal site and street improvements. Caltrans's Intercity Rail program has generally been in support of these changes but final agreements between the STA and Caltrans, and the STA and Suisun City are still needed along with a time extension from the CTC before any acquisition or construction contracts can be implemented.

Demand for parking for the Capitol Corridor has increased dramatically during the past year. Ridership is up over 48% during the past 12 months and during three recent months (September through November 2000) increased 70% over the same timeframe a year ago. Ridership at the Suisun City Station is now averaging about 102 boardings a day, a 103% increase in Boardings from the prior year. Parking demand has increased substantially and the existing 84-space parking lot adjacent to the station is overflowing by 7:00 a.m. on most days.

Discussion:

Caltrans has prepared a draft "Fund Transfer Agreement" for the expenditure of the \$591,000 of TCI funds. Caltrans has requested that the STA execute and implement the agreement by May 2, 2001 in order not to jeopardize the funds. The formal agreement is currently under review by the STA Legal Counsel and the City of Suisun City.

Under the agreement, the STA is identified as the "Contractor" and is responsible for monitoring the project, making reimbursements requests to Caltrans, and reimbursing the City of Suisun City (i.e. the "Project Manager"). The City of Suisun City is responsible for retaining design consultants, acquiring the site, obtaining necessary permits and constructing the improvements.

For more than a year, Suisun City has been actively involved in negotiating the acquisition of the Solano Garbage Company site on the north side of Highway 12, and the City and STA have recently met with Caltrans to discuss the possible improvement of the south lot. The final detailed scope of work for both sites is being finalized and is subject to approval by Caltrans and the CTC. Concerns about the possibility of hazardous materials on the south lot and the time requirements to process plans through Caltrans District 4 for the state-owned south lot, have substantially delayed the project.

A time extension of up to 20 months is allowed if there are extraordinary circumstances that have delayed the project beyond the sponsor's control. STA staff believes that the extensive negotiations on the north lot, the new issues, mentioned above and the approval process to obtain a permit on the south lot provide the basis to request a time extension for the full 20 months allowance.

The original CTC allocation will expire on May 10, 2001. In order to be agendaized for the May 11, 2001 CTC meeting, a letter requesting the time extension has already been sent to Caltrans (see attachment).

Fiscal Impact:

No impact to the STA General Fund. All funds are from a state funded Transit Capital Improvement Grant

Recommendation:

Approve authorizing the STA to forward a request to the CTC to approve a time extension for the TCI – funded park and ride lot project near the Suisun City Amtrak Capitol Corridor Station

Attachment



Solano Transportation Authority

333 Sunset Avenue, Suite 200
Suisun City, California 94585

Area Code 707
422-6491 • Fax 438-0656

February 7, 2001

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

Mr. Steve Zimrick
Caltrans Intercity Rail
1120 N Street, Room 3400
P.O. Box 942874, M.S. 74
Sacramento, CA 94274-0001

Re: Time Extension Request and Revised Scope of Work for Suisun City Rail Station Parking Lot Improvements Fund Transfer Agreement

Dear Mr. Zimrick:

The purpose of this letter is to request a 20 month time extension "for award of a contract" for the Suisun City Rail Station Parking Lot Improvements at the March 2001 CTC meeting. This project has had some extraordinary circumstances and delays as described below:

- Project Title:** Suisun City Rail Station Parking Lot Improvements
- Length of Time Needed:** The STA requests a 12 month extension be granted through May, 2002 to enter into an agreement for engineering and environmental services for construction of parking facilities at the Suisun City Rail Station.
- Reason for Delay:**
 - 1.) Negotiations between the City of Suisun City and the property owners of the parcels for "the north lot (north of the Union Pacific Railroad tracks and connected to the train station by an overhead bridge) has taken more time than originally expected. Acquisition, design and construction of limited improvements on the "north" lot, which is environmentally clear, is expected to occur during the next year.
 - 2.) The "south" site, where additional parking is planned, is owned by, and adjacent to, the Caltrans Suisun City Park and Ride Lot. This recent addition to the project

has involved extensive discussions between STA, City of Suisun, and Caltrans staff.

- 3.) Because the "south" site is owned by Caltrans, additional review of designs and obtaining permits has extended the review of the project. Because of the complexity of the environmental review and plan approval processes, there have been some unforeseen oversight, various revisions to plans, and delays in securing the necessary permits.

Steps Taken to Resolve the Delay:

- 1.) The property ownership issues concerning parcels on this site have been resolved by agreeing to merge ownership. Once that occurs the formal property acquisition process will be completed.
- 2.) The preliminary hazardous waste report on the south lot will be conducted by March 2001. Based on the results on that study, plans and specification can be developed for Caltrans District 4 review and approval.
- 3.) STA and Suisun City have requested Caltrans District 4 to fast track the review and approval of designs and obtaining state permits.

New Deliver Date of Overall Project: December 31, 2003

Percentage of Overall Project Completed to Date: 0% state funds expended – However, substantial progress (at STA and city expense) has been made in property negotiation, environmental clearance of the north lot, and development of schedules, scope of work, and budget).

I hope this provides you with all the information you need to process this time extension request. If you have any questions, please call Dan Christians of my staff at (707) 438-0654.

Sincerely,

Daryl K. Halls
Executive Director

Jim Spering, Mayor, City of Suisun
Harry Yahata, District Director, Caltrans District 4
Steve Baker, City Manager, City of Suisun
Mike Duncan, City of Suisun Public Works Director



DATE: February 7, 2001
TO: STA Board
FROM: Stacy Medley,
RE: STA Second Quarter Budget Report

Background:

Attached is the second quarterly report for fiscal year 2000-01 for your review.

Fiscal Impact:

None.

Recommendation:

Receive and file the second quarter STA Quarterly Report

Attachments

SOLANO TRANSPORTATION AUTHORITY FY 2000/01 APPROVED BUDGET

2/8/01-sam

REVENUES		FISCAL YEAR	EXPENDITURES		FISCAL YEAR
Current Year Revenues		2000-01 BUDGET	Current Year Expenditures		2000-01 Budget
	TDA Planning & Admin. (Op)	\$272,969	Operations		
	Gas Tax Contribution (Op)	\$272,969		STA Salaries & Benefits	\$500,564
	STP Planning (MTC)	\$200,000	SCI Salaries and Benefits		\$307,911
	Solano Paratransit Op (TDA)	\$296,313	SCI Overtime/Comp Time		\$1,000
	BAAQMD	\$321,871	TOTAL SALARIES & BENEFITS		\$809,475
	Abandoned Vehicle Abatement	\$295,000		STA Services and Supplies	\$269,951
	YSAQMD/BAAQMD (CityLink)	\$95,000	SCI Services and Supplies		\$117,323
	CityLink Fares	\$20,000	TOTAL SERVICES & SUPPLIES		\$387,274
	TCI Grant (Rail Station)	\$591,000		STA Reserve Account (Previous)	\$50,000
	STIP Funds (Jepson Parkway)	\$241,000		STA Reserve Account (Current)	\$30,000
	MIS Funding (Hwy 12)	\$110,000	TOTAL RESERVE ACCOUNT		\$80,000
	State Transit Assistance (SolanoLinks)	\$160,000		STA Contingency	\$27,843
	Local Match for Section 3 Grant (STAF) (CNG Coach)	\$375,000	SCI Contingency		\$110,200
	2000 STIP PPM	\$121,000	TOTAL CONTINGENCY		\$138,043
	APDE (2002 STIP)	\$250,000			
	TCRF (I-80/I-680)	\$1,000,000	Subtotal		\$1,414,792
	2000 STIP Augmentation	\$250,000	Project Development		
	SCI Metropolitan Transportation Commission	\$353,355		Jepson Parkway TLC	\$5,000
	SCI BAAQMD Funds (FY 99/00)	\$200,000		Vallejo Sereno Park N Ride	\$3,000
	SCI YSAQMD	\$17,260		Comprehensive Transportation Plan	\$115,000
	Subtotal	\$5,442,737		Project Assistance Program	\$20,000
	Use of Fund Balance			Marketing Program	\$55,000
	AVA Fund Balance	\$20,000		SEDCORP Sponsorship	\$1,000
	FY 99/0 BAAQMD-TFCA Program/Unallocated Funds	\$79,462		Park N Ride Survey	\$10,000
	BAAQMD Interest	\$31,886		Modeling Contract	\$35,000
	Gen Op Fund Balance for Ops for FY 99/0	\$86,013		Reserved Fund Balance from FY 99/00	\$36,077
	Gen Op Fund Balance for Reserve Account	\$50,000	Subtotal		\$280,077
	Project Development Fund Balance for Proj. Dev.	\$169,346	Programs		
	Gen Op Fund Balance for Solano Paratransit	\$5,000		Jepson Parkway Concept Plan	\$491,000
	SCI BAAQMD Fund Balances (FY 97/8 & 98/9)	\$97,822		Fairfield/Suisun Rail Station	\$591,000
	Subtotal	\$539,529		SolanoLinks (Transit/Marketing/Planning)	\$160,000
	TOTAL	\$5,982,266		Local Match Purchases (TFCA/STAF Grants) CityLink	\$375,000
				Abandoned Vehicle Abatement Program	\$305,000
				TFCA Air Quality Grants (BAAQMD)	\$414,581
				Highway 12 MIS	\$100,000
				Solano Paratransit Operations	\$293,813
				CityLink - Route 30	\$115,000
				Capitol Corridor Stations Design	\$250,000
				I-80/I-680 Corridor Study	\$1,000,000
				Program Contingency	\$60,000
				SCI MARKETING PROGRAM	
				General Marketing Program	32,743
				Employer Outreach Program	7,500
				Vanpool Program	10,000
				CRSW 2000	25,000
				Guaranteed Ride Home Program	30,260
				BikeLinks Maps	20,000
				Bike to Work Program	6,500
				Subtotal	\$4,287,397
				TOTAL	\$5,982,266

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STA QUARTERLY BUDGET REPORT thru 12/31/00

50% complete

2-6-01-SAM

<u>EXPENDITURES</u>	<u>BUDGETED</u>	<u>SPENT YTD</u>	<u>REMAINING</u>	<u>PERCENT USED YTD</u>
<u>AVA</u>				
Administrative	\$10,000	\$0	\$10,000	0.00%
Benicia	\$12,000	\$7,457	\$4,543	62.14%
Dixon	\$5,000	\$2,383	\$2,617	47.66%
Fairfield	\$63,000	\$37,504	\$25,496	59.53%
Suisun City	\$22,000	\$5,057	\$16,943	22.99%
Vacaville	\$43,000	\$33,907	\$9,093	78.85%
Vallejo	\$120,000	\$48,387	\$71,613	40.32%
Solano County	\$40,000	\$58,982	(\$18,982)	147.46%
Overall Totals	\$315,000	\$193,677	\$121,323	61.48%
<u>PARATRANSIT</u>				
Transit Services/CNG Buses	\$293,813	\$0	\$293,813	0.00%
Administration	\$7,500	\$4,179	\$3,321	55.72%
Overall Totals	\$301,313	\$4,179	\$297,134	1.39%
<u>CITYLINK</u>				
Transit Services	\$115,000	\$0	\$115,000	0.00%
Overall Totals	\$115,000	\$0	\$115,000	0.00%
<u>AIR QUALITY PROGRAM</u>				
Administrative	\$18,638	\$10,371	\$8,267	55.64%
SCI-Expanded Ridesharing/Vanpooling	\$200,000	\$25,108	\$174,892	12.55%
City of Fairfield CNG Facility	\$75,000	\$0	\$75,000	0.00%
CA Maritime Academy-Electric Bicycles	\$8,000	\$0	\$8,000	0.00%
Citylink Rote 30 Bus Service	\$14,650	\$0	\$14,650	0.00%
Electric Vehicle Charging Stations	\$9,000	\$0	\$9,000	0.00%
Reserved-Unexpended	\$107,931	\$0	\$107,931	0.00%
Solano County	\$0	\$42,000	(\$42,000)	ERR
City of Suisun City	\$0	\$39,625	(\$39,625)	ERR
Overall Totals	\$433,219	\$117,104	\$316,115	27.03%
<u>PROJECT DEVELOPMENT</u>				
Jepson Parkway TLC Grant	\$5,000	\$0	\$5,000	0.00%
Vallejo Sereno Park N Ride Match	\$3,000	\$0	\$3,000	0.00%
Comprehensive Transportation Plan	\$115,000	\$56,181	\$58,819	48.85%
Project Assistance Program	\$20,000	\$6,626	\$13,374	33.13%
Marketing Budget	\$55,000	\$7,525	\$47,475	13.68%
SEDCORP Sponsorship	\$1,000	\$0	\$1,000	0.00%
Park N Ride Survey	\$10,000	\$0	\$10,000	0.00%
Modeling Contract	\$35,000	\$0	\$35,000	0.00%
Miscellaneous Project Development	\$36,077	\$0	\$36,077	0.00%
Overall Totals	\$280,077	\$70,332	\$209,745	25.11%
<u>OTHER PROGRAMS</u>				
Jepson Parkway Project	\$491,000	\$59,237	\$431,763	12.06%
Fairfield Suisun Rail Station	\$591,000	\$0	\$591,000	0.00%
SolanoLinks (Transit/Marketing/Planning)	\$160,000	\$19,828	\$140,172	12.39%
Local Match/Bus Purchases (CityLink)	\$375,000	\$0	\$375,000	0.00%
Capitol Corridor Stations Design	\$250,000	\$0	\$250,000	0.00%
I-80/I-680 Corridor Study	\$1,000,000	\$0	\$1,000,000	0.00%
Highway 12 MIS Study	\$100,000	\$15,866	\$84,134	15.87%
Program Contingency (Rsvd for FY 01/2)	\$60,000	\$0	\$60,000	0.00%
Overall Totals	\$3,027,000	\$94,931	\$2,932,069	3.14%

OPERATIONS QUARTERLY REPORT THROUGH 12/31/00

50% complete

EXPENDITURE	BUDGETED	SPENT YTD	REMAINING	PERCENT USED YTD
Salaries & Benefits	\$460,426	\$206,878	\$253,548	44.93%
Part Time Salaries	\$28,500	\$8,528	\$19,972	29.92%
Board Expenses/Stipends	\$18,000	\$9,708	\$8,292	53.93%
<u>Services/Supplies</u>	<u>\$269,951</u>	<u>\$122,731</u>	<u>\$147,220</u>	45.46%
Audit Services	\$8,200	\$8,200		
State Lobbyist	\$33,750	\$10,000		
Building Rent	\$41,895	\$19,680		
Vacaville Personnel	\$6,500	\$2,750		
Vacaville Legal	\$9,000	\$6,674		
Vacaville Accounting	\$29,780	\$13,390		
Telephones	\$7,000	\$6,812		
Capital Needs	\$25,000	\$5,528		
Other Svs/Supp	\$115,826	\$49,698		
Contingency	\$27,843	\$0	\$27,843	0.00%
Reserve Account	\$80,000	\$0	\$80,000	0.00%
GRAND TOTAL =	\$856,220	\$339,317	\$516,903	39.63%

02/06/01 - sam



DATE: February 7, 2000
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Resolution of Support for STA Credit Card

Discussion:

In the course of conducting business for the Solano Transportation Authority, staff must confirm reservations and pay for equipment and services in advance of the reimbursement timeframe that is available through Vacaville accounting. In the interest of ensuring that the STA is able to meet its financial obligations on a timely basis without financially burdening STA staff, and the various companies and vendors the STA does business with, staff is recommending the STA Board authorize staff to establish credit accounts for two STA employees, the Executive Director and the Office Manager.

Staff has worked with Vacaville purchasing staff and reviewed their purchasing card policy and procedures (see attached) to develop a process for establishment of an STA credit card account for use by staff. A credit account with Bank of America has been arranged and a copy of a resolution requiring Board approval is attached to open the account. The key issues for consideration of this action are:

1. To provide a convenient and less expensive method for payment by the STA
2. To update the STA's policies and procedures to provide Board and Management oversight, accountability, and internal controls
3. To limit STA liability from inappropriate use of credit cards

Staff is recommending that a purchase limit of \$5,000 per card be established and that the current policies and procedures regarding purchases remain in effect until the STA's policies and procedures can be updated. All STA purchases of over \$ 500 will require the approval of the Executive Director. The STA Office Manager has authorization to approve purchases of up to \$500. As approved as part of the STA Budget, staff is anticipating bringing forward an update of the STA's policies and procedures to the Board for consideration in March. This update will also include new policies and procedures for computers and dispensation of surplus equipment.

Recommendation:

1. Approve resolution establishing a STA credit card account with Bank of America credit card

2. Authorize Executive Director to open a credit card account for use by Executive Director and Office Manager
3. Direct staff to return to the Board no later than March 2001 with credit card policies and procedures as part of the STA's update of its policies and procedures

Attachment

PURCHASING CARD POLICY AND PROCEDURES

PURPOSE

To establish those policies and procedures necessary to control the use of Purchasing Cards that will be assigned to and utilized by selected City employees to purchase goods and services on behalf of the City.

The intent of this policy/procedure is to accomplish the following:

- To provide a convenient method of purchase for employees and a less expensive method of payment for the City by reducing paperwork.
- To ensure that purchasing with cards is accomplished in accordance with the City's ordinances and rules adopted by the City.
- To ensure appropriate internal controls are established within each department procuring with Purchasing Cards so that they are used only for authorized purposes.
- To limit the City's liability from inappropriate use of Purchasing Cards.
- To eliminate purchase voucher books as a method of payment and reduce small purchase orders for less than \$1,000.
- To ensure that the City is taking advantage of buying agreements with Vendors pursuant to prescribed standards (contact Purchasing for the latest information).

Finally, it is intended that the policies established herein be viewed as minimum standards for the departments, which may wish to establish additional controls beyond those established by this policy.

A. Purchasing Card

Purchasing Cards will be issued only by the Finance Division. Employees are prohibited from requesting or accepting Purchasing Cards directly from the issuer (bank).

The Purchasing Card will have the department/division or individual's name, the account number, and expiration date. The Finance Division will maintain a log of all cards issued and the names of the employees who are responsible for the cards. The employee responsible for the card (cardholder) will be held accountable for all purchases made with the card entrusted to him/her, along with documentation and payment procedures discussed herein.

The bank has no individual cardholder information other than the cardholder's work address. No credit records, social security numbers, etc. are maintained.

The credit card should be used whenever possible in lieu of petty cash, emergency purchase orders, special checks, or purchase requisitions when the dollar amount for a single item or group of items is under \$1,000. Each single purchase may be comprised of multiple items,

but the total including tax cannot exceed the single purchase dollar limit of the Purchasing Card.

B. Authorization

The Purchasing Card can be used just like a credit card. The card is intended to be used for purchase of small dollar expense items. These expense items can be purchased and picked up directly from the Vendor, or can be ordered by phone.

Since the City, not the individual employee, will pay for purchases made with the Purchasing Card, additional authorization controls have been added to protect the City. When a merchant seeks authorization for a purchase from the bank, the system will check each individual cardholder's single purchase limit, the cardholder's 30-day limit, and the type of merchant where the cardholder is making a purchase before the transaction is authorized. All this is done at the time the card is scanned. The 30-day period for cumulative purchases runs from the 5th of any given month through the 4th of the following month. It is important for the cardholder to be aware of the single and cumulative spending limits on his/her card and to track the cumulative dollar amount of the transactions during that period to ensure that the limit is not exceeded.

The department heads will request from the Finance Division the number of cards needed by their department. The Word document for the Purchasing Card Request Form is located on Outlook under All Public Forms, Finance Forms titled "pcardreq". Finance, however, maintains the right to cancel any Purchasing Card which has been abused or deny cards to any employee that violates any part of these policies or procedures. Department heads may appeal this decision to the City Manager. The Finance Division also has the right to limit the total number of Purchasing Cards issued for the City. Department heads are encouraged to restrict the cards to full-time employees and also to keep the number of cards to a minimum.

C. Spending Limits

The City limits are as follows:

Single Purchase Limit: Each single purchase is limited to \$1,000. Department heads may establish lower limits for certain employees. Purchases over \$1,000 may still require a purchase order depending upon the type of goods/services being purchased. *(Department heads have a single purchase limit of \$2,500 for emergency use only.)*

Cardholder's 30-Day Limit: Each Purchasing Card will be assigned a maximum limit per month. This amount is determined by the Department head. If the cardholder feels this amount is inadequate, discuss it with his/her supervisor. The 30-day limit is located at the bottom of the form included with the Purchasing Card.

Type of Merchant: Department heads determine which type of merchants are authorized for Purchasing Cards. See the following section regarding restricted uses.

D. Use of Purchasing Cards

The Purchasing Card is to be used for City purchases ONLY.

The cardholder may share the Purchasing Card with other City employees for City purchases, but will continue to be responsible for purchases, documentation and payment procedures.

Charges for single purchases are NOT to be split in order to stay within the single purchase limit.

Receiving CASH back from any transaction is NOT allowed.

Cash advances through bank tellers or automated teller machines are PROHIBITED.

When placing an order, be sure to give clear, accurate shipping instructions, which include your name, department, correct shipping address, and telephone number.

Ensuring that a Vendor has a contact name and phone number for the order will help to eliminate any confusion should there be any questions related to the order.

Be clear on the terms and conditions related to product and manufacturer warranties (for assistance, contact Purchasing).

E. Restricted Purchasing Card Uses

Due to the complexity of IRS 1099 reporting for payment of services, use of the card for services is restricted to Vendors who are **incorporated** (this means corporations, i.e. Acme, Inc.). It is the cardholder's responsibility to determine if a service vendor is incorporated.

The following items may not be purchased with the Purchasing Card unless specifically authorized:

- Services from Vendors who are not incorporated
- Personal services (i.e. manicures, hairdressers, dry cleaners, etc.)
- Amusement and entertainment services
- Alcoholic beverages
- Medical drugs, narcotic drugs, supplies
- Splitting of purchase to circumvent the \$1,000 limitation
- Services which are repetitions in nature or exceed the \$1,000 limitation in any one year (should use Annual Purchase Order or open buying agreement, please contact Purchasing)
- Other supplies or services as prohibited by law
- When an open Purchase Order or contract has been issued by Purchasing
- Non-budgeted goods/services
- Fuel (except when City Fueling Station is not a viable option)
- Personal computers and software (unless pre-approved by the IT Division)
- Furniture, office equipment (unless pre-approved by Purchasing)

Failure to properly use the assigned Purchasing Card within the guidelines set by this policy may result in the cancellation of the card for the employee and/or further disciplinary action.

F. Documentation

Required documentation: Any time a purchase is made, documents (charge slip, receipt, etc.) must be retained as proof of purchase. Each cardholder is to maintain a log of Purchasing Card usage. See attached Excel spreadsheet, Purchasing Card Log which is located on Outlook under All Public

Folders, Finance Forms titled "purchasecard". The documents should be later attached to the cardholder's monthly statement to verify the purchases. If, for some reason, the cardholder does not have documentation for a transaction to attach to the statement, he/she should attach a written explanation (signed by the employee and by his/her supervisor) that includes the description of the goods/services purchased, the date of purchase, and the Vendor's name and address. Each department is responsible for documenting the cards and maintaining it in a centralized location. Each department will need to notify Finance of the location. However, TRAVEL expenses must **always** be substantiated as required by the IRS (see City Travel Policy).

Statement Procedure: At the end of a billing cycle, each cardholder will receive a statement showing all transactions made during the billing cycle. The employee is required to review and attest (i.e. sign the statement) to the accuracy of the statement. The immediate supervisor must also sign the statement approving the purchases made by the employee. The statement, together with all receipts and the monthly log sheet, must than be forwarded to the department's centralized location within ten (10) working days of receipt of the statement. The centralization of the statements for the department will facilitate auditing. If a cardholder had no purchase activity during a particular billing cycle, no statement will be generated. Finance will periodically audit for compliance.

G. Payment Procedures

The Purchasing Card issuer (bank) will provide one copy of the billing statement to the cardholder and one copy to Finance (a monthly summary statement by department/division will also be available upon request). This statement will have a listing of all items processed in the previous 30 days. The bank will automatically charge the City's account at the end of each billing period for the total amount of purchases made with the cards issued to the City. Accounting will then allocate the expenses to each department's preassigned account coding.

H. Advance Approval

The department heads will have the discretion to decide which cardholders' purchases will need advance approval.

I. Disputes

If items purchased with the Purchasing Card are found to be defective or the repair or service faulty, the cardholder has the responsibility to return item(s) to the merchant for replacement or to receive a credit on the purchase. If the merchant refuses to replace or correct the faulty item, then the purchase of this item will be considered to be in DISPUTE. It is the responsibility of the cardholder to correct DISPUTED items (defective/broken goods, wrong items received, etc.) with the bank. Department heads are also responsible to see that their employees correct the disputed items. When a cardholder is unable to correct a disputed item with the merchant, the cardholder shall contact Finance to obtain a "Statement of Disputed Item," which must be filled out by the cardholder and submitted to the bank.

J. Requests for Addition, Changes, or Deletion of Cards

All requests for new cards, or changes, will be done by submitting the "Purchasing Card Request Form" to Finance. New card requests will be approved by Finance. Finance will maintain a master

list of all cards and cardholders, including the account coding and single and thirty-day purchase limits for each card.

K. Lost or Stolen Purchasing Cards

It is the cardholder's responsibility to notify the bank (Purchasing Card issuer - Bank of America) and Finance IMMEDIATELY upon discovery of loss or theft of a card. The Bank of America number to call is (888) 449-2273. In addition, the cardholder is required to immediately notify Finance (e-mail is acceptable). Replacement cards will be issued by Finance.

L. Terminated/Transferred Employees

If a cardholder leaves a department, or resigns, his/her card must be collected by the department. If the card does not have a specific employee's name embossed on it, the department may reissue the card to a different employee. When this is done, Finance should be notified so that it can be documented on the master list. If the card is no longer needed, it is to be returned to Finance.

If a cardholder is transferred to another City department, the new department head will decide if the cardholder should be issued a new Purchasing Card in their new position.

M. Responsibility

- a) The cardholder (employee) is responsible for the use of the Purchasing Card in accordance with these policies and procedures.
- b) Accounting is responsible for allocating the expenses to the appropriate departments.
- c) The department heads are responsible for the use of Purchasing Cards within their respective departments. They are also responsible for the resolution of DISPUTED items.
- d) The Finance Division is responsible for issuing, monitoring, and controlling the cards and for enforcing these policy and procedures.
- e) Departments are responsible for monitoring and controlling the expenditure accounts to which the cards are assigned.

RESOLUTION NO. 01 –

A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY REQUESTING STA BOARD SUPPORT TO OPEN A CREDIT CARD ACCOUNT FOR STAFF THROUGH BANK OF AMERICA

WHEREAS, the Solano Transportation Authority (STA) will use Bank of America for a credit card account to be used only for STA related purchases; and

WHEREAS, two cards will be issued to Daryl K. Halls, Executive Director, and Stacy Medley, Office Manager; and

WHEREAS, a maximum of \$5000 per card, and \$10,000 combined will be allowed for staff use; and

WHEREAS, the STA authorizes the City of Vacaville account to be debited for charges incurred by staff for office related purchases, and

WHEREAS, the STA Board authorizes the Executive Director and Office Manager to sign the credit card application, which would allow Bank of America to issue cards to the above named employees, and

NOW, THEREFORE BE IT RESOLVED that the Solano Transportation Authority hereby requests Bank of America to issue two cards to the above named employees for use of STA purchases and authorize Bank of America to debit the City of Vacaville account for charges incurred by the STA.

Marci Coglianesi, Chair
Solano Transportation Authority

I, DARYL K. HALLS, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 14th day of February 2001.

Daryl K. Halls, Executive Director
Solano Transportation Authority



DATE: February 7, 2000
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Future STA Office Lease

Background:

The STA has been leasing office space on an annual basis in Suisun City (at the current Wiseman Building) since 1996. Currently, the STA leases 3,628 square feet and the current lease agreement is scheduled to expire in April 2001. As Solano County continues to grow, property values and lease rates are also increasing. To meet the requests of our member agencies and an ever increasing work load, the STA has increased its staff from five full time in 1999 to twelve full time and one part time staff in 2001. This has resulted in limitations on office and storage space. An increasing number of consultants are employed by the STA and there is no office or cubicle space available to work on site. In addition, the STA's current conference room is inadequate to host the vast majority of STA committee meetings due to the ever larger number of participants and attendees. Recognizing the impact of the current STA office location and the importance of controlling office lease costs as part of the STA's operating budget, staff identified the importance for the STA to consider entering into a longer term lease agreement with a larger amount of office space.

On May 10, 2000, the STA Board authorized staff to explore options for a three to five year office lease for the STA and designated the STA Executive Committee (Dan Donahue, Marci Coglianese, John Silva and Rischa Slade) to review options and develop a recommendation for STA's long term office space.

Discussion:

Over the past six months, the Executive Committee met with two member agencies (Fairfield and Suisun City) to discuss two separate opportunities for long term office space, both of which could be leased under the current market lease rate. In addition, the Executive Committee met with staff to discuss future office space needs and budget constraints. Based on these discussions, the following priorities were identified:

1. Provide adequate office and storage space for existing and anticipated STA staff
2. Provide for a larger conference room to host various county meetings and subcommittees
3. Ensure adequate and convenient access, and central county location
4. Provide longer term financial cost controls through a longer lease agreement
5. Ensure access to various forms of transportation (i.e., automobile, transit and rail)

6. Provide a safe and attractive environment for staff and the STA's transportation partners

Subsequently, the Executive Committee met on two separate occasions with staff to discuss the specifics, costs and benefits of each location. On January 3, 2001, the Executive Committee met and unanimously recommended the STA Board consider authorizing the Executive Director to negotiate a five year lease with Suisun City for a new office location being developed near Suisun City Hall at the waterfront. Due to the need for immediate action by staff to ensure that a quality location could be reserved for STA consideration, staff has requested the project's developer reserve a office location of 5,000 square feet in the new building pursuant to STA Board approval.

The Suisun City site meets all the criteria identified by the Executive Committee and STA staff. The lease rate provided to the STA for the new office is below the lease rate being offered to other tenants. However due primarily to the additional 1,370 square feet (5,000 versus 3,630) in office and conference room space, the annual cost to the STA budget will increase. A percentage of this increase would have occurred if the STA remained at its existing location due to anticipated lease rate increases. The additional lease costs information will be provided to the STA Board under separate cover. Staff wishes to thank both the City of Fairfield and Suisun City for providing two attractive office options for STA consideration.

The new proposed office location is currently under development with an anticipated completion of September 2001. If the STA Board approves this recommendation, it is anticipated the STA would be able to move its office location in October/November. During the interim period, the STA will remain at the current office location, on a month to month or six month lease, until the new office is completed.

Fiscal Impact:

The five year term of the proposed lease and the increase in leased office space from 3,630 feet to 5,000 will result in an increased cost to the STA budget of \$3,323 per month. The annual impact on the STA budget will be dependent upon the actual moving date. The lease costs will be covered by STA and SCI's future operating budget.

Recommendation:

Authorize the Executive Director to negotiate entrance into a five year office lease for a 5,000 square feet office located at One Harbor Center, Suisun City

LEASE AGREEMENT OPTIONS

Current lease through approx. 6/30/01	
3,630	Total Square Feet
<u>\$1.55</u>	Per Square Foot
\$5,626.50	Total Per Month
<u>12</u>	Total Months
\$67,518.00	Total Cost per Year
<u>5</u> years	
\$337,590.00	5 Year Total Cost

Suisun City Waterfront Building	
5,000	Total Square Feet
<u>\$1.80</u>	Per Square Foot
\$9,000.00	Total Cost per Month
<u>12</u>	Total Months
\$108,000.00	Total Cost per Year
<u>5</u> years	
\$540,000.00	5 Year Total Cost

Fairfield Transportation Building	
5,000	Total Square Feet
<u>\$1.55</u>	Per Square Foot
\$7,750.00	Total Cost per Month
<u>12</u>	Total Months
\$93,000.00	Total Cost per Year
<u>5</u> years	
\$465,000.00	5 Year Total Cost

	<u>at 5700 sq feet</u>
5,700	Total Square Feet
<u>\$1.80</u>	Per Square Foot
\$10,260.00	Total Cost per Month
<u>12</u>	Total Months
\$123,120.00	Total Cost per Year
<u>5</u> years	
\$615,600.00	5 Year Total Cost

	<u>at 5700 sq feet</u>
5,700	Total Square Feet
<u>\$1.55</u>	Per Square Foot
\$8,835.00	Total Cost per Month
<u>12</u>	Total Months
\$106,020.00	Total Cost per Year
<u>5</u> years	
\$530,100.00	5 Year Total Cost



DATE: February 7, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: 2001-02 STA Budget Development

Discussion:

Each year, the STA develops its annual budget in conjunction with its member agencies. Attached is the proposed schedule for STA's 2001/02 fiscal year budget. This process ensures that member agencies receive gas tax and Transit Development Act (TDA) contributions for their early review, approval and distribution. The schedule allows for staff to work with various regional and state funding sources prior to budget adoption and provides for adjustments following the completion of the close of the previous fiscal year and completion of the annual audit.

Recommendation:

Approve schedule for development and completion of STA's 2001/02 budget

Attachment

**SOLANO TRANSPORTATION AUTHORITY'S
SCHEDULE FOR DEVELOPMENT OF
FY 2001/02 BUDGET**

Draft

- | | |
|---|-----------------------|
| ➤ STA Board Approval of Budget Schedule | 2/14/01 |
| ➤ Development of Estimated Budget Expenditures/
Revenues | Feb/Mar 2001 |
| ➤ Distribution of Gas Tax and TDA Allocations to
Member Agencies (STA TAC) | March 28, 2001 |
| ➤ Present Draft STA Budget to STA TAC | April 25, 2001 |
| ➤ Present Draft STA Budget to STA Board | May 9, 2001 |
| ➤ Present Revised STA Budget to STA Board | Oct/Nov 2001 |



DATE: February 6, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: YSAQMD Funding Phase Out Plan for Route 30
And 40

Background:

For nearly a decade, grants from the Yolo Solano Air Quality Management District (YSAQMD) have represented the principle subsidy for the operation of the Route 30 and the Solano BART Express (Route 40). The Route 30 (formerly known as the Citylink Route 30) runs four roundtrips between Fairfield and Davis, with multiple stops in Vacaville and Dixon. Although by policy, air district funds are primarily intended for capital and or start-up (demonstration) costs for less polluting transit service, the YSAQMD has benignly allowed district funding for Route 30 and Route 40 operations. Last year, district Board members and staff firmly stated that this subsidy must cease. Therefore, during the process of submitting FY 00-01 grants for the routes, the STA offered to develop a plan to phase out the district subsidies over a four-year period. The district subsequently approved the grant applications. Grant applications for FY01-02 are due next month. Attached are recommended phase-out plans of air district funding for Route 30 and Route 40. The cities of Suisun City, Dixon, Vacaville, and Fairfield have endorsed the phase-out plans. Support from Solano County is pending, although at a meeting held on February 6th Supervisors John Silva and Skip Thomson indicated their support for the plan and Solano County's contribution.

Final funding support and partnerships aside, the STA needs to recommend a YSAQMD funding phase-out plan for Route 30 and Route 40.

Recommendation:

Approve the recommended phase-out plans of YSAQMD funding for the Route 30 and the Route 40

Attachments

PROPOSED ROUTE 30 FUNDING

YSAQMD Subsidy (000's)

	00/01	01/02	02/03	03/04	04/05
YSAQMD	\$95	\$60	\$40	\$20	-0-
Dixon	-0-	\$10	\$15	\$20	\$25
Vacaville	-0-	\$10	\$15	\$20	\$25
Fairfield	-0-	\$10	\$15	\$20	\$25
Solano County	-0-	\$5	\$10	\$15	\$20
TOTAL	<u>\$95</u>	<u>\$95</u>	<u>\$95</u>	<u>\$95</u>	<u>\$95</u>

**Proposed Route 40 Funding
YSAQMD Subsidy Drawdown
(000's)**

<u>Agency</u>	<u>Fiscal Year</u>					<u>% Share</u>
	<u>00/01</u>	<u>01/02</u>	<u>02/03</u>	<u>03/04</u>	<u>04/05</u>	<u>5th Year</u>
YSAQMD	\$90	\$70	\$50	\$30	\$0	0%
Vacaville	\$80	\$120	\$130	\$140	\$153	39%
Fairfield	\$80	\$120	\$130	\$140	\$153	39%
Suisun City	\$0	\$15	\$20	\$25	\$30	8%
Solano County	<u>\$0</u>	<u>\$25</u>	<u>\$35</u>	<u>\$45</u>	<u>\$60</u>	<u>15%</u>
TOTAL	\$250	\$350	\$365	\$380	\$396	100%



DATE: February 7, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: Annual STA Board Retreat

Background:

On February 4, 2000, the STA Board held its first Board retreat since 1995. The focus of the "2000 STA Visioning Retreat" was to discuss specific and existing issues and projects and to set a future planning course for the STA and Solano County's transportation needs. At this session, the STA's new mission statement was developed, a list of issues were identified and discussed, and the need to develop a comprehensive transportation plan (CTP) was determined (see copy of 2000 Board Retreat Summary).

Discussion:

On February 2, 2001, the STA's new Executive Committee (Marci Coglianese, John Silva, Dan Donahue and Jim Spring) met with staff to discuss the STA's current priority projects and planning efforts. Based on this meeting, several critical issues emerged that have a direct bearing on the STA's ability to successfully complete the 20 priority projects adopted by the STA Board in January. Due to the timing of several significant funding opportunities and the emergence of MTC's next Regional Transportation Plan update, it is imperative that the STA speed up consideration of several key policy considerations and decisions points to maximize the STA's ability to obtain regional, state and federal funds for priority projects and to ensure STA planning efforts met the deadline of regional, state and federal agencies. Some of the topics that need to be accelerated for consideration by the STA Board include: 1.) Several critical policy issues being evaluated as part of the Comprehensive Transportation Plan (such as HOV lanes on I-80/680), 2.) How to fund major shortfalls in transit operating for the ferry and obtain operating funds to support existing and future transit needs, 3) How should the STA's transportation planning be integrated into other emerging countywide issues affecting transportation (such as open space, land use, growth projections, smart growth, livable communities, LAFCO, affordable housing, economic vitality, etc.) and what policies should be included in the CTP to appropriately link transportation with land use and fit transportation within the framework of other countywide and regional issues that Solano County is considering, and 4) How can Solano County fund a significant portion of the 20 year Comprehensive Transportation Plan when it is completed.

In recognition of some of these issues, staff is recommending the STA Board schedule a Board retreat/workshop to provide a forum to facilitate the development of consensus for providing STA staff additional policy direction.

In consultation with the Executive Committee, staff is requesting the Board schedule a retreat for Friday, March 16, 2001, from 9:30 a.m. to 3:00 p.m., at Hiddenbrooke Country Club in Vallejo. Similar to last year, STA Board Members and their alternates will be specifically invited to attend. In addition, staff is recommending the Board designate the Executive Committee to work with staff in preparation of the agenda and the specifics for the retreat and provide a report to the STA Board on March 14.

Fiscal Impact: \$1500 to be allocated by Services and Supplies

Recommendation:

1. Approve setting date, time and location for special STA Board retreat for March 16 at 9:30 a.m. at Hiddenbrooke in Vallejo
2. Designate Executive Committee to work with staff to develop meeting agenda and specifics for Board consideration on March 14
3. Authorize \$1500 in funds for retreat

Attachment

Solano Transportation Authority Board Retreat Summary

Friday, February 4, 2000

Overview

Participants in the 2000 Solano Transportation Authority (STA) Visioning Retreat achieved much in a one-day session held on February 4 in Vallejo. Retreat participants went beyond discussion of specific existing and proposed projects, and contributed valuable ideas regarding how the STA should think about providing a wide range of transportation needs in the future. A special note should be made to acknowledge the advance efforts by STA staff in securing facilities, developing background materials and other handouts that were referenced during the retreat. Without this advance work, the retreat participants could not have devoted so much time to proactive planning to achieve the goals.

The following represents a summary of the day's work, including updates to existing broad strategies for application to the development of the upcoming Solano County Comprehensive Transportation Plan, scheduled to be completed within two years.

Background on the Comprehensive Transportation Plan

In September 1999, the Transportation Steering Committee and STA staff outlined a proposal for preparing the Solano County Comprehensive Transportation Plan (CTP). The CTP concept is to revise and align individual program components that have been updated periodically during the last decade and which include the following:

- ◆ Countywide Traffic Model Update: To include findings of 1999 Traffic Model Update;
- ◆ Countywide Bicycle Plan: To update 1995 (revised in 1997) component;
- ◆ Intercity Transit Concept Plan: To update 20-year Plan, prepared in 1995;
- ◆ Rail Facilities Plan: To update plan prepared in 1994;
- ◆ Ferry Plans: Review of prior ferry plans;
- ◆ Transit Element: To incorporate major proposals of Transit Concept Plan with major proposals of short-range transit plans of all Solano operators;
- ◆ Transportation for Livable Communities and Non-Motorized Element: To address proposals from countywide bicycle plan and include a pedestrian and TLC section;
- ◆ Ridesharing, HOV lanes and other alternatives: To include carpooling, vanpooling, park-n-ride lots and other alternative modes;
- ◆ Arterials, Highways and Freeways: Review and update of street and highway proposals from the 1990 Solano County Transportation plan.

The development of a Comprehensive Transportation Plan will be a major undertaking; staff estimates that the estimated cost of the two-year process will be \$250,000 - \$300,000. At the retreat, Board members agreed with the importance of developing a comprehensive plan that attempts to provide seamless links among its disparate components and will afford the Board with a baseline document by which to consider and develop a schedule for project prioritization, selection, and implementation.

Retreat Summary

Board Members and Alternates participating in the retreat included:

Dan Donahue, STA Chair (City of Vallejo)
Marci Coglianese, Vice-Chair (City of Rio Vista)
Pierre Bidou (City of Benecia)
Steve Lessler (City of Fairfield)
John Silva (Solano County)
Rischa Slade (City of Vacaville)
Jim Spering (Suisun City)
George Pettygrove (City of Fairfield)
Don Erickson (City of Dixon)
David Fleming (City of Vacaville)
Pete Rey (City of Vallejo)

STA staff had provided background materials in advance of the retreat, including information regarding:

- ◆ Preliminary Objectives for future discussion among CTP Subcommittee representatives;
- ◆ Broad areas of common agreement for incorporation into the future CTP process;
- ◆ Topics and questions for retreat discussion and/or possible future consideration;

Major Goals of the Retreat

It should be noted that this is the first time that the STA Board has conducted a special retreat to assess its overall approach to transportation planning. While individual transportation program components (see above) have been prepared over the years, there has not been a formal attempt to meld these components into a single comprehensive document; the STA Board and staff have realized that some initial "brain-storming" and guidance is needed before initiating this endeavor. As such, the retreat structure was deliberately minimized so as not to preclude any directional discussion that the Board wanted to pursue, and the handouts and background materials were provided to stimulate rather than structure the discussions that took place. This approach seemed to work, as Board Members worked diligently during the first portion of the retreat towards putting the STA's role in focus and perspective. Board Members recognized that significant growth is forecasted to occur in Solano County during the next twenty years (from the current 400,000 people to an estimated 550,000 by 2020), and that the STA will play an important part in maintaining the area's quality of life through its transportation decision-making.

With this in mind, STA Board Members chose initially to develop some broad themes that could be constituted as “overarching” goals in order to develop a framework for ensuing discussions. These broad statements are summarized as follows:

- ◆ The STA should strive to make Solano County a better place to live and work;
- ◆ The STA’s Comprehensive Transportation Plan should serve as a model of future transportation planning for local jurisdictions and transportation agencies;
- ◆ The STA’s approach to developing a Comprehensive Transportation Plan should maintain flexibility to address different mindsets, economies, and desires of multiple interests in the region;
- ◆ The STA’s Comprehensive Transportation Plan should reflect and serve local government general plans, and the STA should commit to creating a stronger link among transportation plans and local general plans;
- ◆ The STA should commit to improving the quality of life through development and implementation of the Comprehensive Transportation Plan;
- ◆ The STA should be a leader in the region – as opposed to a dictator – as it pertains to the general topic of helping to “shape” and not “suffer” anticipated future growth;
- ◆ The STA Board recognizes that there are issues that are outside of its direct statutory purview (such as economic development, land use planning) that directly impact its ability to plan and implement a comprehensive transportation system for Solano county residents. Members stressed the need to develop inclusive processes in order to examine and discuss the inter-relationships and linkages that exist between common and conflicting goals/interests in Solano County;
- ◆ The STA needs to be cognizant of the potential “growth inducing” impacts of its plans and implementation programs, and work to 1) define improvements that can accommodate and not control planned growth, 2) create partnerships, and 3) encourage innovation and input as strategies are discussed and developed.

Re-examining the STA Mission Statement

An outgrowth of this exercise was consensus to re-examine the STA’s existing Mission Statement to determine the extent to which it accurately conveys the overarching objectives discussed above. The existing Mission Statement is as follows:

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

In examining the overarching objectives, STA Board Members agreed that the foremost objective of the Authority should be – in its decision-making capacity - to improve the quality of life in Solano County. With this in mind, Members desired to reconfigure the Authority’s Mission Statement to reflect this desire. A revised Mission Statement was developed with the intention of being the cornerstone to guide the STA’s visioning and subsequent development of a Comprehensive Transportation Plan. Members agreed that the following revised Mission

Statement was a better reflection of what the STA's priorities should be in developing and implementing the CTP:

"To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality."

Use of Mission Statement to Develop Issues for Inclusion and Consideration in the CTP

From the development of the revised STA Mission Statement came additional discussion regarding what are perceived (initially) as important aspects of each of the three "deliverables" that constitute the revised Mission Statement (mobility, travel safety, and economic vitality). Board Members examined each of the deliverables and provided a range of issues that each of the deliverables should strive to address. These are presented below:

➤ Mission Statement Deliverable: **Ensuring Mobility**

Issues to consider in striving to ensure mobility:

- ◆ Application of "Smart Growth" tools and strategies (Board Members agreed that a need exists for them to craft a definition of what is meant by this term, given the varying interpretations that have been applied during recent years);
- ◆ Provision of a multimodal system to serve Solano county residents and businesses;
- ◆ Commitment to maintain the existing transportation system/network;
- ◆ Recognition of the need to address both inter- and intra-county travel and design strategies that complement both;
- ◆ Assistance in developing system/multimodal linkages, interconnectivity, and coordination between different modes;
- ◆ Development of strategies that provide equitable alternatives to the automobile in terms of cost and timeliness;
- ◆ Implementation of strategies that address safety concerns;
- ◆ Recognition of the need to develop CTP components that address around-the-clock travel, and not just focused on traditional a.m. / p.m. peak period transportation issues;
- ◆ Development of strategies to better serve needs of the elderly and handicapped;
- ◆ Recognition of the need to provide adequate space for the automobile to operate efficiently
- ◆ Consideration of strategies to improve access/service to recreational areas in Solano County.

➤ Mission Statement Deliverable: **Ensuring Travel Safety**

Issues to consider in striving to ensure travel safety:

- ◆ Identification of trouble areas and development of approaches to address needed improvements;
- ◆ Development of an information network to apprise STA jurisdictions of STA focus on safety and request assistance in establishing an information network for communication of safety issues;
- ◆ Focus on corridor management safety strategies;
- ◆ Focus on intra- and inter-regional truck travel and impacts;
- ◆ Focus on linking pedestrian and bicycle improvements/amenities to broader multimodal network;
- ◆ Work with local jurisdictions to develop and implement enforcement strategies aimed at improving safety;
- ◆ Need to address commuter thru-traffic in local and residential areas;
- ◆ Need to address safety issues related to truck routes within local communities.

➤ Mission Statement Deliverable: **Economic Vitality**

Issues to consider in striving to ensure travel safety:

- ◆ Strategies that can reduce vehicle trips so that trucks can move (concept idea was that goods movement was essential to economic vitality, and that if commuter automobile trips can be reduced it will help maximize the vitality of the goods movement network);
- ◆ Explore, in concert with local jurisdictions, the concept of jobs/housing balance to reduce current a.m. / p.m. patterns of home-to-work tripmaking;
- ◆ Explore, in concert with local jurisdictions and business leaders, strategies that can recruit businesses into Solano county;
- ◆ Consider the long-range impacts and ramifications of improvements made (i.e., when improvements are made, how will it affect the area improved as well as non-affected areas and interests.

Additional Issues

Retreat participants also provided additional recommendations regarding issues related to the items discussed above. Participants again recognized the importance of not only developing a Comprehensive Transportation Plan that melds disparate transportation-related components, and stressed the importance of initiating and/or participating in dialogue that can also address the comprehensive relationships that transportation has with other issues of importance to Solano county residents and businesses including;

- ◆ Economic vitality;
- ◆ Environmental preservation;
- ◆ Linkages to local jurisdictional general plans;
- ◆ Advocating legislative approaches that promote the general concept of achieving jobs/housing balance and other strategies that can improve the performance of the transportation system that are not necessarily related to transportation-related expenditures.

Need for Improved Public Outreach – Establishment of a CTP Outreach Subcommittee

A consistent theme throughout the retreat, particularly during the second half of discussions, was the need to improve public outreach from the STA to local jurisdictions, businesses and others interested in transportation issues. Retreat participants reviewed the three Subcommittees that have been established to develop strategies and provide recommendations to the STA Board as the CTP is developed. Although a public outreach program was envisioned by staff as part of the CTP development process, retreat participants suggested that a fourth Subcommittee be added to focus on outreach activities needed to both market the CTP and to garner input on issues considered to be integral to the CTP but which are outside of the STA's scope. Issues identified included promoting land use planning that can compliment and ease the burden on the transportation system, exploring smart growth strategies, and examining the impacts of decisions on the economy. Retreat participants referred to the additional Subcommittee as being an "Outreach Subcommittee," but it seemed clear that the work of this Subcommittee would incorporate a strong marketing component for the CTP and issues outside of the transportation realm but which could impact transportation decision-making. At the end of the retreat, it was recommended the development of an outreach program be assigned to the CTP's Transportation Steering Committee.

Review of Established CTP Subcommittees

In its report to the STA Board in September 1999 pertaining to the CTP process, STA staff had proposed a Subcommittee structure that would report to a Transportation Steering Committee as the CTP is developed during the two-year process. The three Subcommittees and areas of focus are as follows:

- ◆ Transit Subcommittee (buses, rail, ferries);
- ◆ Arterials, Highways, Freeways Subcommittee (Interchanges, safety, modeling);

- ◆ Bikes, TLC, and Other (Pedestrian, Ridesharing, Park-n-ride lots, Air Quality).

Retreat participants discussed desired roles and outcomes of the three Subcommittee efforts, stressing the following points:

- ◆ All Subcommittees are going to need to examine projects and provide recommendations to the Steering Committee and STA Board regarding establishment of priorities;
- ◆ Through the Subcommittees, the STA Board will strive to establish priorities that include, but are not limited to or focused on traditional mechanisms for developing priorities such as level of service. In sum, retreat participants seemed to call for a broader method of calculating the relative benefit of transportation prioritizing that is aligned with the Mission Statement, which could include a range of evaluation mechanisms;
- ◆ There could be a need for Subcommittees to meet more frequently than on a quarterly basis and to hold joint meetings as issues of common concern are discussed (staff noted that a potential constraint will be availability of resources) ;
- ◆ Regarding the transportation nexus to land use and “smart growth”, the retreat participants agreed that “smart growth” has become a divisive issue, and that it would be of benefit for the STA to develop its own working definition of the term prior to initiating discussions regarding how it relates to transportation improvement priority-setting. Participants agreed that there is a need to define the land use – transportation connection, and that it is important to be inclusive in holding such discussions. Discussion regarding the possible adoption of “smart growth” principles occurred;
- ◆ Recognizing that land use decisions are the domain of local governments and knowing that land use decisions impact transportation system performance, participants believed that STA could develop incentives to encourage local governments to more comprehensively examine the impacts of land use decisions on transportation, and possibly implement actions to lessen system impacts;
- ◆ Participants stressed the need to have participation from all of the STA member jurisdictions in each of the Subcommittee activities, as well as participation from impacted and interested entities in Solano County.

Submitted by Rick Bishop – Facilitator
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Rick Bishop, RBB



DATE: February 7, 2001
TO: STA Board
FROM: Daryl Halls, Executive Director
RE: I-80/680 Interchange and I-80/680/780 Corridor Study
Status Report

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 (STA) 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 segments in Solano County. Subsequently, Caltrans District IV District Director Harry Yahata requested the STA include I-780 in the corridor study. In November 2000, the California Transportation Commission approved STA's request to utilize the first \$1 million of the \$13 million in TCRP for the Corridor Study. In January 2001, the STA Board approved the selection of the Project Delivery Management Group (PDMG), led by Dale Dennis, to serve as the project manager for the I-80/680 interchange project and to assist STA staff in managing the corridor study, and Korve Engineering (Hans Korve) to perform the Corridor Study. STA staff and legal counsel is in the process of finalizing the TCRP funding agreement with Caltrans Headquarters and consultant contracts with the two consultant firms.

Discussion:

Since mid January, STA staff has been working with Caltrans District IV staff and the two consultants to develop a Project Development Team (PDT) for the I-80/680 Interchange project. The STA TAC has appointed two representatives to serve with STA staff on the PDT. Based on these initial meetings, two parallel, concurrent project/planning efforts as described below are being developed:

1. I-80/680 Interchange

The focus for the I-80/680 interchange is to update the ten-year-old design within the parameters of an ambitious nine-month accelerated schedule in preparation for several key-funding opportunities that will be available in the fall of 2001. The 2002 ITIP and STIP will likely be programmed in October/November 2001 with STA Board action needed by September. The

Federal Reauthorization process will initiate its two year mark up process in 2001 and early project identification for the I-80/680 is needed to help procure federal funding. There is also the potential for another round of new state transportation funding to be included as part of the development of the 2001/2002 State Budget, although the recent state energy crisis has significantly reduced the likelihood for another round of state transportation investment.

Attached is list of anticipated I-80/680 Interchange PDT participants.

2. I-80/680/780 Corridor Study

Concurrent to the update of the interchange design, the STA is initiating the full corridor study for all of I-80, 680, and 780 located within Solano County. The study is anticipated to take 18 months. To facilitate early participation and identify the full range of study issues and tasks, the STA has developed a support committee process that will evolve as the study takes shape. For planning purposes, the corridor study has been divided into seven segments with the I-80/680 Interchange defined as segment one and the immediate priority for completion. To ensure the full participation of STA member agencies, staff has developed a committee structure to support the development of each of the seven segments of the corridor study.

Staff recommends that the Arterials, Highways and Freeways Subcommittee serve as the Board Subcommittee for the corridor study. John Silva has agreed to serve as the chair of this new subcommittee. This will provide continuity and consistency between I-80/680/780 corridor study and the Comprehensive Transportation Plan. The STA Board can add additional members at their discretion. Attached is proposed schedule for the I-80/680 interchange and the overall I-80/680/780 corridor study. On January 31, the STA TAC unanimously approved the list of TAC participants for the corridor study and the proposed schedules for the I-80/680 interchange and the I-80/680/780 corridor study.

Recommendation:

1. Approve STA TAC participants for seven segments of corridor study
2. Designate Arterials, Highways and Freeways Subcommittee to serve as Subcommittee for I-80/680/780 corridor study
3. Approve initial schedule for I-80/680 Interchange and I-80/680/780 corridor study

Attachment

I-80/680/780 Corridor Study Technical Support Committees by Segment

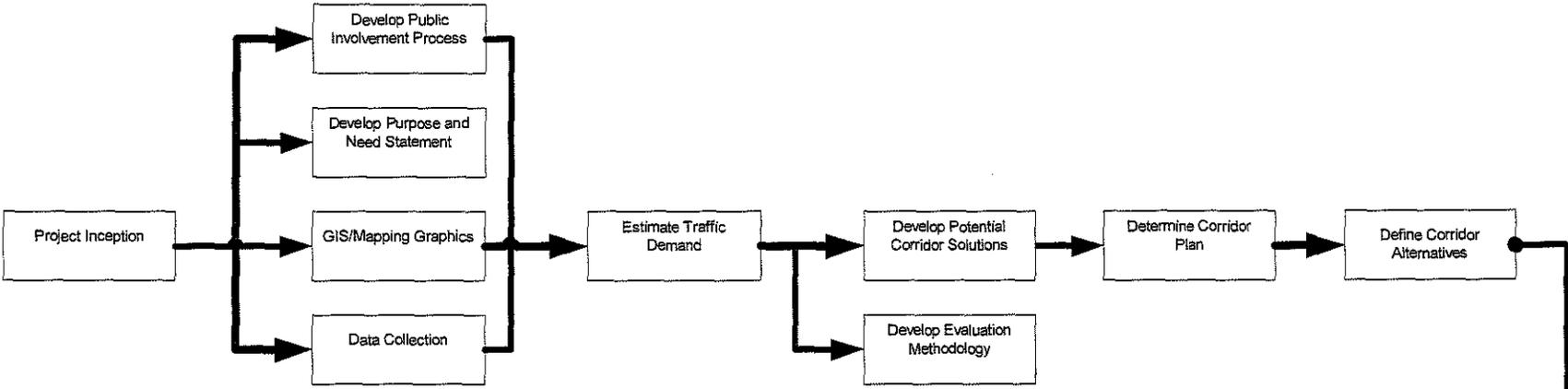
#	Segment	TAC Members
1.	I-80/680 Interchange/SR 12 west to SR 12 east	Mark Akaba Ron Hurlbut
2.	I-80, Carquinez Bridge to Highway 37/Napa County line	Mark Akaba Ron Hurlbut
3.	I-780, I-80 to Benicia-Martinez Bridge	Mark Akaba Ron Hurlbut Virgil Mustain
4.	I-680, Benicia-Martinez Bridge to I-80	Charlie Beck Ron Hurlbut Virgil Mustain Paul Wiese
5.	I-80, SR 37 to North Texas Interchange	Charlie Beck Mike Duncan Ron Hurlbut Paul Wiese
6.	I-80, North Texas Interchange to Leisure Town Road	Charlie Beck Ron Hurlbut Dale Pfeiffer
7.	I-80, Leisure Town to Yolo County Line	Ron Hurlbut Janet Koster Dale Pfeiffer Paul Wiese

I-80/I-680 Interchange Project Development Team (PDT)

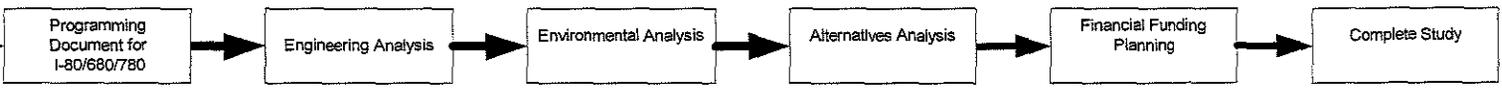
<u>Member</u>	<u>Agency</u>
Daryl Halls	STA
Dan Christians	STA
John Harris	STA
Ron Hurlbut	City of Fairfield
Mark Akaba	City of Vallejo
Dale Dennis	PDM Group
Bob Grandy	PDM Group
Eric Cordoba	PDM Group
Hans Korve	Korve Engineering
Dianne Steinhauser	Caltrans
Lenka Culik-Caro	Caltrans
Katie Yim	Caltrans

I-80/680/780 Corridor Study Preliminary Schedule

Feb 2001*
April 2001*
May 2001*
June 2001*
July 2001*
August 2001*



September 2001*
December 2001*
January 2002*
March 2002*
June 2002*
September 2002*



* End Dates

110



DATE: February 6, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Preliminary Unmet Transit Needs Response for 2001-02

Background:

On November 6, 2000, MTC and STA hosted an unmet transit needs public hearing in Suisun City for Solano County. The unmet needs public participation process is required because several Solano County agencies intend to continue to use Transit Development Act (TDA) funds for streets and roads purposes. Based on the November 6th hearing and other public comments received by MTC, a list of preliminary issues was developed by MTC staff. (A copy of the correspondence received from MTC liaison Alan Eliot is attached which lists 23 preliminary issues). Based on the instructions in this correspondence, the STA and member jurisdictions are required to respond to each of the issues with one of the four following courses of action:

- #1 That an issue has been addressed through recent changes in service
- #2 That an issue will be addressed by changes in service planned to take place during fiscal year 2001-02
- #3 That the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards, or that the study resulted in the identification of an alternative means of addressing the issue
- #4 That an issue has not been addressed through recent or planned service changes, nor recently studied

The final response listed above (#4) requires MTC staff to recommend to the MTC Programming and Allocations Committee that an unmet need exists and that resolution is necessary prior to any allocation of TDA funds for streets and roads purposes.

The SolanoLinks Consortium and STA staff have met and developed preliminary responses to most of the 23 potential unmet needs. Some responses are pending and a final complete set of responses will be provided under separate cover prior to the Board meeting.

Once the preliminary responses are reviewed and approved by the STA Board, they will be sent to MTC. MTC will review the responses and may require further information or justification on individual items. If so, another round of response and review by the Consortium and STA Board will occur.

Recommendation:

Approve staff responses to MTC's preliminary 23 unmet transit needs

Attachment



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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TTY/TDD: 510.464.7769
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e-mail: info@mtc.ca.gov
Web site: www.mtc.ca.gov

December 21, 2000

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

Re: Fiscal Year 2001-02 Solano County Preliminary Unmet Transit
Needs Issues

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the MTC unmet transit needs public hearing held in Solano County on November 6, 2000, and also reviewed comments contained in correspondence received by MTC during the unmet transit needs public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2001-02 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

Enclosed with this letter is a copy of the transcript of the November 6th public hearing, and copies of all correspondence received by MTC pertinent to Solano County. Attached to this letter is a summary list of the preliminary unmet transit needs issues identified as a result of the public participation process for Solano County. The list is divided into three sections: issues pertaining to fixed route and deviated fixed route services; issues pertaining to demand responsive service; and, other issues.

Preliminary issues are derived from the public comments received by MTC, without prejudice as to the merit of any issue, with the exception of issues that are raised which are clearly regional in nature and not germane to the use of TDA funds for streets and roads purposes (e.g., extending BART to Vallejo).

Unmet transit needs pertain to the levels and locations of service, fare and transfer policies, and matters related to transit facilities (e.g., bike racks, bus stops), and transit safety. In addition, unmet transit needs include

MTC Fiscal Year 2001-02 Unmet Transit Needs Process
Solano County

Preliminary Issues

page 1 of 1

Issues Regarding Current Fixed-Route and Deviated Fixed Route Bus Service:

1. Vallejo Transit needs better connection with WestCat in Crockett or Rodeo.
2. Benicia Transit needs to reduce headways from one hour during weekday afternoons.
3. Benicia Transit needs to provide more frequent service on Saturdays (rather than every two hours).
4. Benicia Transit needs to provide service on Sundays.
5. Benicia Transit needs to have an earlier (6:30 A.M.) bus from Pleasant Hill to Vallejo.
6. Benicia Transit needs to reduce headways between Pleasant Hill and Vallejo.
7. Need for direct service between Dixon and Solano College.
8. Vacaville needs to provide later evening service (e.g., to serve adult school students).
9. Vacaville needs to provide bus service to/from special events, including evenings and weekends.
10. Fairfield-Suisun Transit needs to provide later evening service (e.g., for adult school students; Solano Mall employees after closing time).
11. Need for CityLink Route 30 to have radio communication with Vacaville bus to facilitate evening connection with Vacaville Route 6.
12. Vacaville needs to provide commuter service to/from Sacramento.
13. Vacaville needs more frequent service to Kaiser Hospital.
14. CityLink Route 30 needs to have more frequent midday connections with Yolobus in Davis.
15. Need for bike lockers at Solano County bus stops serving commuters.
16. Vacaville needs to provide direct evening bus service to/from Solano College.
17. Need for a voucher program for low income patrons.
18. Need for a common bus pass for all Solano services.

Issues Regarding Demand Responsive Services:

19. Seven day advance notice required for Vallejo Runabout is unrealistically too far in advance of trip.
20. Dixon Read-Ride needs to provide service in additional areas surrounding Dixon.
21. Dixon Read-Ride needs to operate during evenings.
22. Dixon Read-Ride needs to provide free rides to persons facing an emergency, and to low income riders.

Other Issues:

23. Need for better promotion of transit incentive programs to employers.

END

requirements of the Americans with Disabilities Act (including related passenger training programs), and the provision of welfare-to-work public transportation services. Incidents (e.g., tardiness of a bus or paratransit van; behavior of a particular driver) do not rise to the level of an unmet transit need unless public comment reveals a pattern to such incidents that might warrant policy or operational changes.

The next step in the unmet transit needs process is for a review of the preliminary issues by Solano Transportation Authority staff, in conjunction with staff members of the jurisdictions in the County. Authority staff should then provide MTC with substantive information supporting one of the following for each issue: (1) that an issue has been addressed through recent changes in service; or (2) that an issue will be addressed by changes in service planned to take place during fiscal year 2001-02; or (3) that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards, or that the study resulted in the identification of an alternative means of addressing the issue; or (4) that an issue has not been addressed through recent or planned service changes, nor recently studied.

"Substantive information" supporting categories (1), (2) or (3) above could include reports to the Solano Transportation Authority Board describing recent or planned changes in service; citation to a recently completed study such as a Short Range Transit Plan or a Countywide Transportation Plan; or, a short narrative describing how the issue was or will be addressed. Any issues which fall into category (4) will be considered by MTC staff for recommendation to the MTC Programming and Allocations Committee as an unmet transit need subject to countywide planning and resolution prior to any allocation of TDA funds for streets and roads purposes.

Inasmuch as MTC staff would like to take unmet transit needs recommendations to the Committee on February 14, 2001, receipt of your responses would be required by January 19, 2001.

Also attached is a copy of the table previously prepared by MTC staff showing the FY 2000-01 unmet transit needs issues which the MTC Programming and Allocations Committee approved, and which were forwarded to your office to be addressed through the various planning activities identified on the table. The dates shown on the table for completing draft and final planning reports were provided by Solano Transportation Authority staff, and presented to the Authority Board.

As you are aware, the dates shown for concluding the planning attendant to the FY 2000-01 needs is quite delinquent, to the extent that the FY 2001-02 process is overlapping with these dates; a circumstance which I made you aware of many months ago. However, as you can see, many of the FY 2000-01 needs pertain to the preliminary FY 2001-02 issues. To this extent, it would appropriate to respond to certain FY 2001-02 preliminary issues by indicating that they are to be addressed through planning activities previously identified by the Authority. To do so please show the correspondence between the relevant FY 2001-02 preliminary issue and the FY 2000-01 need shown on the table (e.g., "FY 2001-02 preliminary issue #8 corresponds with FY 2000-01 unmet transit need #5").

Please note that I received a letter from staff at the City of Benicia (copy attached) stating that the FY 2000-01 unmet transit need pertaining to a later return bus from Vallejo to Benicia (item #6 on the attached table) had been addressed with the initiation of a 7:00 P.M. return run from Vallejo, arriving in Benicia at 7:21 P.M. Solano Transportation Authority staff were not copied on the letter, and I subsequently asked Mr. Nadritch to do so, reminding him that responses to the unmet transit needs issues are supposed to be coordinated through the Solano Transportation Authority. In light of this incident, please take the opportunity (as part of your continuing effort to coordinate service planning changes made by the transit operators in Solano County) to remind staff of the operators that they should not be communicating with MTC unilaterally with regard to the unmet transit needs process.

Please contact me if you have any questions - 510.464.7758.

Respectfully,



Alan Eliot
MTC Funding and
External Affairs

cc: Mr. Alan Nadritch, City of Benicia
Ms. Pamela Belchamber, City of Vallejo
Mr. Kevin Daughton, City of Fairfield
Mr. Trent Fry, City of Vacaville
Mr. Jeff Matheson, City of Dixon

Attachments
Enclosures

File: UTN02_PrelimIssue_Sol.doc



DATE: February 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Countywide Trails Plan

Background:

In May 2000, an Open Space Forum was held in Solano County by a coalition of organizations interested in developing a vision to conserve open spaces in Solano County. The steering group included Marci Coglianese-City of Rio Vista, Don Erickson-City of Dixon, Duane Kromm-Board of Supervisors, Mary McCarthy-SEDCORP, Pam Muick-Solano Farmlands and Open Space Foundation and many other Solano officials and agencies. One of the recommendations of the forum was to develop a connected countywide trail system.

Discussion:

The STA's Alternative Modes Subcommittee, Technical Advisory Committee and the Bicycle Advisory Committee recently reviewed and supported the proposed development of a Countywide Trails System. Harry Englebright of the Solano County Environmental Management Department supported this effort and offered to provide assistance in assembling plans depicting all currently planned trails. He indicated that the Board of Supervisors will be requested to collaborate on this effort and be a co-sponsor of any funding requests. Pam Muick has indicated the Foundation would be interested in participating in this effort.

A trail system would complement the Countywide Bicycle Plan, the Bay Trail and Ridge Trail and would more likely identify primarily unpaved trails most suitable for pedestrians, equestrians and/or mountain bikes. It is proposed that a subcommittee of the Alternative Modes Subcommittee develop this plan and eventually include it as a component of the Comprehensive Transportation Plan.

Staff has indicated two funding sources that could help to fund this effort, the YSAQMD Clean Air Fund (for north county) and the Bay Trail Program (for south county). Once funding is obtained, STA staff would propose to retain consultant assistance to expedite the plan. Otherwise, the STA and the Solano County Environmental Management Department would conduct this effort with existing available staff resources.

Fiscal Impact:

Any direct costs of the plan has not been determined at this time. Upon approval of this item, staff will seek funding from various sources to help fund the effort.

Recommendation:

Approve application for funding and authorize preparation of Countywide Trails Plan in conjunction with the Solano County Department of Environmental Management



DATE: February 6, 2001
TO: STA Board
FROM: Elizabeth Richards, Program Director
RE: Vanpool Week Promotion

Background:

The Bay Area Region will be celebrating Vanpool Week February 26 – March 2. This is the first year a vanpool promotion will be celebrated in late February. Last year, Vanpool Appreciation Week was celebrated at the end on June. The goal of the campaign is to increase awareness of vanpooling as a commute option and to create more vanpools. STA's Solano Commuter Information (SCI) program will be organizing the Solano and Napa county components of the campaign.

Discussion:

Vanpooling is a very important commute option for Solano County. Nearly 300 commuter vanpools operate to/from/through Solano on a daily basis and the majority are owner-operated. With an average of 12 people per vanpool, vanpools carry approximately 3600 people and reduce 7200 vehicle trips per day in Solano County. In order to maintain and increase the number of vanpools in Solano County, it is important to participate in this vanpool promotion.

This promotion will primarily target the largest employers in Solano and Napa counties, as well as all STA member agencies. These employers will be given campaign materials (poster, contest entry form, and tip sheet) so they can promote vanpooling directly to their employees. Employees will be encouraged, through the contest entry form and prizes, to inquire about vanpooling as a passenger or driver for their specific commute. Staff will follow up with each employer and offer assistance in implementing the campaign, as well as with any employee who submits an entry form. SCI program staff is in the process of scheduling events at several employer sites. Campaign materials is expected to be mailed out the week of January 29 and a follow up with employers will begin the following week.

One event that has been organized will be in conjunction with United Airlines (UAL), at the San Francisco airport's UAL Maintenance Operations Center (MOC), where approximately 100 Solano vanpools travel. A vanpool event will be held in Solano County at one of several employer sites under consideration.

The Solano Mall campaign will be consistent with the Bay Area regional campaign. A local media campaign is under development. A campaign packet will be available at the STA Board meeting.

Recommendation:
Informational



DATE: February 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Regional Transportation Plan (RTP) Schedule

Background:

Every 3 years, Metropolitan Transit Commission (MTC) prepares a comprehensive update to the Regional Transportation Plan (RTP). The last complete update was in 1998-99 and a new update is about to start for 2001/2002. The RTP identifies all federal and state transportation funds expected in the region over the next 25 years (Track 1), along with additional projects that could be implemented if there were additional sources of funding (called Track 2 or "Blueprint projects"). All proposed state and federal monies and certain locally significant transportation projects that need an air quality conformity analysis must be listed in the RTP to be programmed for various funds. Current projects in the RTP include the I-80/680 Interchange (auxiliary lanes only), Vallejo Baylink Ferry Boat, the Route 12 widening from I-80 to Napa County line and the HOV lanes between Vacaville and Fairfield.

Discussion:

The STA is gearing up to submit projects for the new RTP as a result of fast track planning efforts now underway for the Comprehensive Transportation Plan and the I-80/680/780 Corridor Study. However, the RTP process is also on a very fast track with the development of performance measures, revenue estimates and transit shortfall projections now underway. Track 1 and 2 projects are expected to be developed by March, with an air quality conformity prepared by May. A Draft EIR is expected to be released in July 2001 with public outreach and polling scheduled throughout the year. The Draft RTP is also expected by July 2001 with adoption by the MTC Commission projected for November 2001.

Steve Heminger, MTC's Executive Director and/or Chris Brittle, Deputy Director for Planning will be invited to attend the March STA Board meeting to solicit input on the projects proposed for the RTP.

Attached is a detailed timeline of the RTP.

Recommendation:

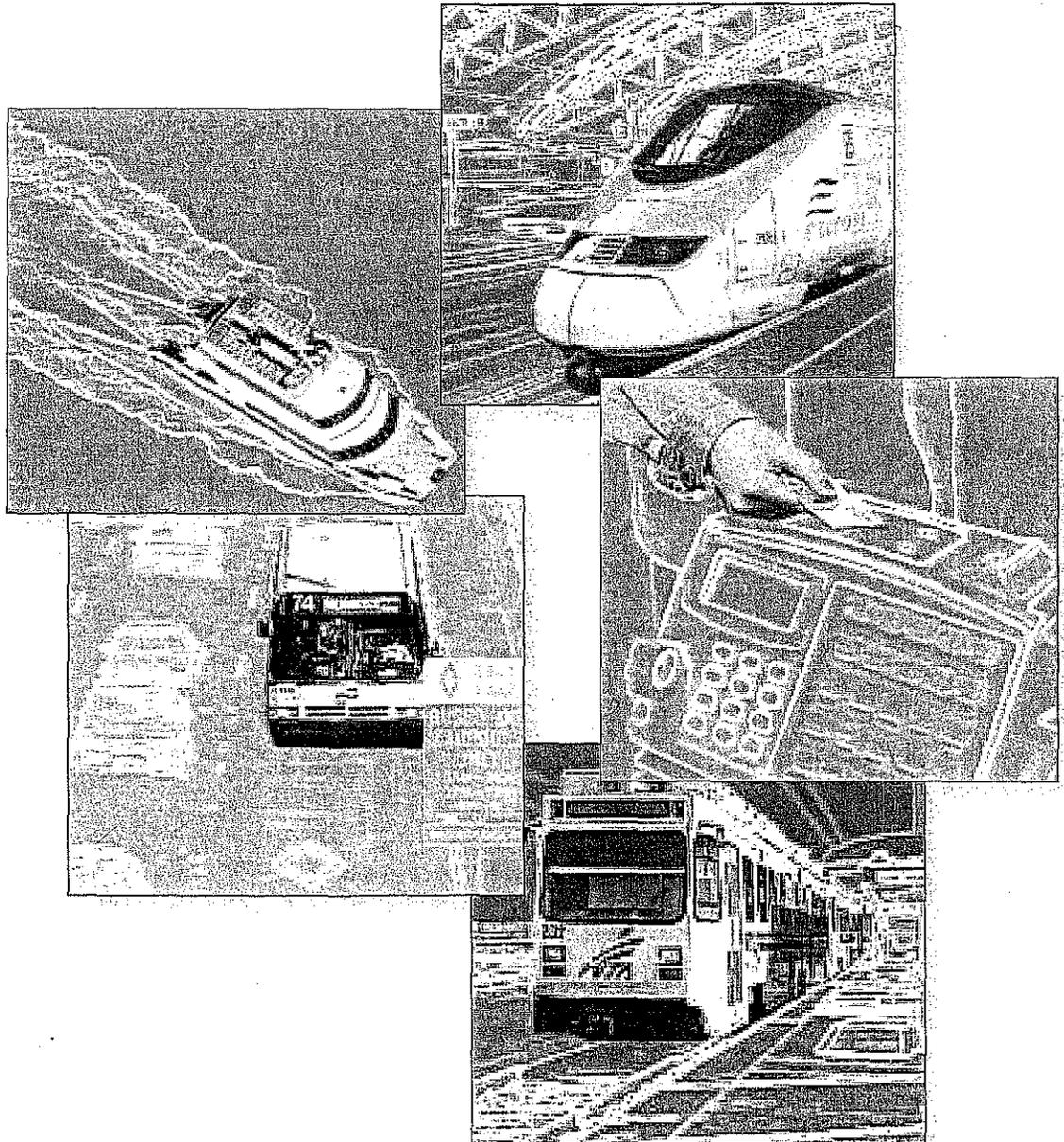
Informational

Attachment

BAY AREA TRANSPORTATION BLUEPRINT
FOR THE 21ST CENTURY
PROJECT NOTEBOOK
OF CANDIDATE PROJECTS
REVISED JUNE 2000



METROPOLITAN
TRANSPORTATION
COMMISSION



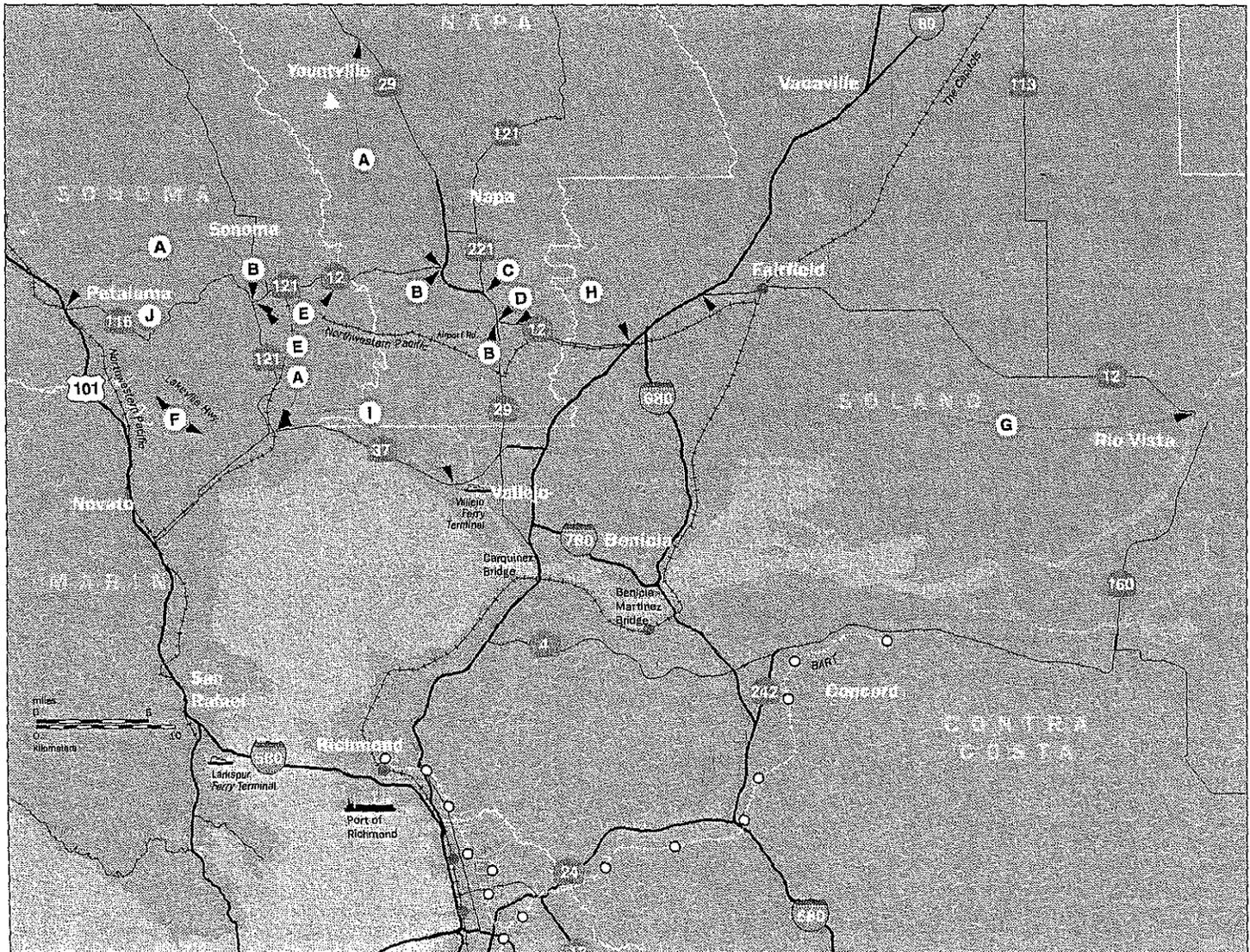
North Bay East-West Corridor

	Interstate Highway
	State Highway
	U.S. Highway
	Freeway
	Other Highway
	Major Arterial
	Airport
	Port
	Ferry Terminal
	Rail Line
	Amtrak Station
	ACE Station
	Caltrain Station
	BART Line/Station

- A** Low-Scale TOS on State Routes 116 and 121
- B** Park-and-Ride Lots (SR 116 near SR 121, SR 29 near SR 12/29, SR 121 at SR 29)
- C** Intersection Improvement—SR 12/29 at SR121
- D** Intersection Improvement—SR 12/29 at Airport Rd.
- E** Safety Improvements on SR 121
- F** Safety Improvements on Lakeville Hwy.—Shoulder Widening
- G** SR 12 Improvements between I-80 and Rio Vista Bridge
- H** Widen SR 12 from SR 29 to I-80
- I** SR 37 Widening with Environmental Improvements
- J** SR 116 Realignment between Sonoma and Petaluma

Not Mapped:

- New Express Bus Service from Napa County to Solano County (SR 12)



North Bay East-West Corridor

Project Title

SR 12 Improvements between I-80 and Rio Vista Bridge

Observations/Issues

- It is a major freight thoroughfare between I-80 and the Central Valley. Truck traffic composes over 10% of the average annual daily traffic

Project Description

Operational and safety improvements

Project Background

- Included in the 1998 Regional Transportation Plan Track 2.
- Hwy. 12 is a two lane road between Suisun City and Rio Vista (approximately 20 miles in length). The roadway has limited shoulders, passing lanes and turn pockets.
- Project was included in HR45 Report adopted by the legislature in 1994. \$33 million has already been programmed in the 1998 STIP to improve vertical and horizontal curves and to extend passing lanes.
- An MIS type study will be conducted in FY 00-01 to determine the final scope of additional necessary work.
- CHP is currently conducting a Corridor Safety Project funded through the Office of Traffic Safety.

Proposed Operating Scenario

N/A

Estimated Costs

Capital: \$14 million for upgrade of SR 12 to expressway (1999\$) but final scope of improvements to be determined in MIS

Total Annual Operating Cost: N/A

Farebox Recovery Assumed: N/A

Net Annual Operating Cost: N/A

North Bay East-West Corridor

Project Title

Widen SR 12 from SR 29 to I-80 (Jamieson Canyon)

Project Description

Widen SR 12 from SR 29 to I-80 (Jamieson Canyon) to four lanes.

Project Background

- Included in the 1998 Regional Transportation Plan Track 1. The Blueprint would accelerate the delivery of this project.
- Included in the NCTPA Strategic Transportation Plan (1999).
- Included in the North Bay Corridor Study (1998).

Proposed Operating Scenario

N/A

Estimated Costs

Capital: \$35 million to \$55 million (1999\$)

- \$14.0 million (1999\$) for engineering, environmental, and design work
- \$21 million to \$41 million (1999\$) for construction

Total Annual Operating Cost: N/A

Farebox Recovery Assumed: N/A

Net Annual Operating Cost: N/A

Observations/Issues

- Travel between Napa and Solano Counties is increasing and there are no viable alternatives to the highway.
- This project increases road and intersection capacities to accommodate future travel demand for commuter, visitor, and freight related trips.
- Level of service at this project location is forecast to decline from D in current year to F in 2020.
- This project serves as one of the two major access roads to Napa County. It makes a direct link to I-80.
- This project requires concomitant widening of the two-lane section in Solano County.

North Bay East-West Corridor

Project Title

SR 37 Widening with Environmental Improvements

Project Description

Widen SR 37 to a 4-lane highway (2 lanes in each direction) with intersection improvements. Project will raise the roadway with a drainage retention dike to prevent flooding. Project includes wetlands restoration and a new Bay Trail alignment. A much lower scale improvement would provide pullouts for trail access.

Project Background

- Recent safety improvements have included constructing a median barrier from the Napa River Bridge to Skaggs Island and removing passing lanes.
- MTC conducted a major corridor study to define near term operational cost as well as long term transportation improvements.
- The Corridor study found traffic will exceed existing capacity by 2015; hence the recommendation to widen the highway.

Proposed Operating Scenario

N/A

Estimated Costs

Capital: \$0.21 to \$0.41 million per access pullout (number to be determined); or \$154.5 million for full widening and environmental improvements (1999\$)

Total Annual Operating Cost: N/A

Farebox Recovery Assumed: N/A

Net Annual Operating Cost: N/A

Observations/Issues

- Route 37 Widening Project would necessarily include significant wetlands restoration as mitigation.
- Recreational and commercial and agricultural vehicles are significant users. Inadequate geometrics create safety hazards. Weekend and event congestion (Sears Point Raceway) can be severe.
- Widening could make a significant contribution to maintaining acceptable travel time and level of service in the corridor over the long term.

North Bay East-West Corridor

Project Title

New Express Bus Service from Napa County to Solano County via Route 12

Project Description

Provide new express bus service from Napa County to Solano County (Fairfield) via Route 12.

Project Background

N/A

Proposed Operating Scenario

Proposed new express bus service would be provided as follows:

Operator (Route)	Proposed Headways (minutes)	
	Peak	Midday
Napa (New)	60	60

Estimated Costs

Capital: \$1.41 million (1999\$)

Total Annual Operating Cost: \$0.46 million (1999\$)

Farebox Recovery Assumed: \$0.10 million (1999\$)

Net Annual Operating Cost: \$0.36 million (1999\$)

Observations/Issues

- There are no transit alternatives in this corridor to serve growing commute and recreational travel.
- New express bus service is intended to primarily serve commuters between Napa and Solano Counties.

Project Title

Interchange Improvements and possibly HOV Lanes along I-80 between the Carquinez Bridge and Highway 37 (through Vallejo)

Observations/Issues

- Interchange improvements and possibly HOV lanes could improve the operations and traffic flow along this section of I-80.

Project Description

Project scope to be determined after the preparation of a PSR level study to address the need for interchange improvements and possibly HOV lanes on I-80 between the Carquinez Bridge and Highway 37 (through Vallejo).

Project Background

- The I-80 interchange improvements in Solano County project are included in the 1998 Regional Transportation Plan (RTP) Track 2.
- According to the I-80 Corridor Study, I-80 between the Carquinez Bridge and Highway 37 is predicted to be one of the most congested segments of I-80. A relatively narrow right-of-way, closely spaced interchanges, and inadequate weave merge lanes characterize this segment of I-80. In addition most of the ramps do not meet current standards and terminate on local residential streets rather than on major arterials as they should. It should also be noted that the I-80/I-780 Interchange does not meet current Caltrans standards. These conditions contribute to the current and future congestion along this segment of I-80.
- The review of the addition of HOV lanes on this segment of I-80 should also be reviewed concurrently with the many interchanges that need review.

Proposed Operating Scenario

N/A

Estimated Costs

Capital: TBD – pending PSR level study

Total Annual Operating Cost: N/A

Farebox Recovery Assumed: N/A

Net Annual Operating Cost: N/A

Interstate 80 Corridor

Project Title

Widening of I-80 between Vacaville and Dixon

Project Description

Widen I-80 between Vacaville and Dixon from 3 lanes to 4 lanes. This segment of I-80 currently narrows to three lanes in each direction.

Project Background

- The 1998 Regional Transportation Plan (RTP) Track 1 includes the I-80 HOV lanes between Fairfield and Vacaville.
- Environmental and design work funded in the 1998 STIP.
- Included in the SACOG/MTC Strategic Transportation Planning Study (1989).

Proposed Operating Scenario

N/A

Estimated Costs

Capital: \$34.5 million (1999\$)

Total Annual Operating Cost: N/A

Farebox Recovery Assumed: N/A

Net Annual Operating Cost: N/A

Observations/Issues

- Cost estimate is for widening of I-80 from 3 to 4 lanes in each direction between I-505 and Pedrick Rd. Cost comes from the sum of two adjacent projects.
- Increasing commute, truck, and recreational traffic volumes have caused congestion and traffic delays along the I-80 corridor.

Interstate 80 Corridor

Project Title

Interchange Improvements—I-80/I-680/SR 12

Project Description

Improve interchange configuration. Project scope to be determined.

Project Background

- \$7 million in auxiliary lane improvements are programmed in the 1998 STIP.
- Phase I is contained in 1999 TIP to reconstruct I-680 direct connectors and auxiliary lanes (covers 1.9 miles).
- Included in SACOG/MTC Strategic Transportation Planning Study (1989).
- Phase I is estimated at \$7.1 million.
- The City of Fairfield has conceptualized the preliminary scope of work for each of nine phases of the interchange improvements and prepared an initial cost estimate, which totals \$400.0 million, as shown below.
 - Phase 1: Construct a two-lane I-680 Northbound to I-80 Eastbound off-ramp and complete the auxiliary lane to the Eastbound I-80 Truck Scales. (\$8 million Funded)
 - Phase 2: Improve the Green Valley Rd/I-80 Interchange with new ramp connectors to I-80/I-680 and install a westbound I-80 auxiliary lane to Highway 12 (Napa). Caltrans District 4 has approved a Project Study Report for this interchange. (\$19 million)
 - Phase 3: Improve the Suisun Valley Rd./I-80 Interchange, and extend the Westbound I-80 Truck Scale auxiliary lane to the I-680 Southbound on-ramp. (\$12.0 million)
 - Phase 4: Construct the Red Top Rd/I-680 Northbound off-ramp and Southbound on-ramp. (\$7.0 million)
 - Phase 5: Construct the Red Top Rd/Highway 12 Eastbound off-ramp and Westbound on-ramp and improve the Red Top Rd/I-80 Interchange. (\$14.0 million)
 - Phase 6: Install the I-80/I-680 Northbound to Eastbound and Westbound to Southbound freeway-to-freeway connectors and relocate I-80 Truck Scales. Complete the following four interchanges: Suisun Valley Rd/I-80, Green Valley/I-80, Red Top Rd/I-80 and Red Top Rd/I-680. (\$250.0 million)
 - Phase 7: Install the I-680/Highway 12 freeway-to-freeway connectors and complete the Red Top Rd/Highway 12 interchange. (\$35.0 million)
 - Phase 8: Install the I-80/I-680 Northbound to Westbound and Eastbound to Southbound freeway-to-freeway connectors. (\$20.0 million)
 - Phase 9: Install the I-80/Highway 12 Eastbound to Westbound (I-80 to Highway 12) and Eastbound to Westbound (Highway 12 to I-80) freeway-to-freeway connectors. (\$35.0 million)

Proposed Operating Scenario

N/A

Estimated Costs

Capital: \$400 million for 9 phases (1999\$)

Total Annual Operating Cost: N/A

Farebox Recovery Assumed: N/A

Net Annual Operating Cost: N/A

Observations/Issues

- Interchange is a bottleneck due to increasing traffic volumes on the I-80 corridor.

Interstate 80 Corridor

Project Title

Express Bus Services from Solano County to East Bay (I-80)

Project Description

Operate express bus services along I-80 from Solano County to the East Bay. Add park-and-ride and intermodal facilities as a necessary adjunct.

Project Background

- The purchase of buses for the I-80 express service is included in the 1998 Regional Transportation Plan (RTP) Track 1. The Blueprint would accelerate the delivery of this project.
- Included in I-80 Corridor Study (1996).

Proposed Operating Scenario

Provide significant upgrades in service from Vallejo/Fairfield to the del Norte BART Station.

Observations/Issues

- Travel options for commuters are expanded by introducing and expanding express bus services to communities in the corridor that are not presently served by express buses and providing a balanced mix of travel options for corridor commuters.

	Current Headways (minutes)		Proposed Headways (minutes)	
	Peak	Midday	Peak	Midday
Vallejo 80	80 – 100+	28 – 68	15 – 60	60
Vallejo 85	30	60	15	30
Vallejo 90	25 – 60	--	15	60

Estimated Costs

Capital: \$4.22 million (1999\$) (12 buses)
Total Annual Operating Costs: \$2.38 million (1999\$)
Farebox Recovery Assumed: \$1.05 million (1999\$)
Net Annual Operating Cost: \$1.33 million (1999\$)

Capital for park-and-ride lots & intermodal facilities:
TBD

Interstate 80 Corridor

Project Title

Capitol Corridor Upgrade (12 daily round trips between San Jose, Oakland, and Sacramento Region and 4 daily round trips between between Solano County and Oakland)

Project Description

Enhance Capitol Corridor service to a total of 12 daily round trips between San Jose, Oakland and the Sacramento Region. In addition, four new daily round trips on a commuter rail segment between Solano County and Oakland would be added.

Project Background

- Currently, seven daily round trips are operated between Oakland and Sacramento, with four through trains to San Jose.

Proposed Operating Scenario

- Capitol Corridor trains would run on hourly intervals in both directions during the day between San Jose and Sacramento.
- Commuter rail runs would decrease headways to 30 minutes in the commute direction between Solano and Oakland.
- Initial concepts for a West Oakland station include either constructing a second West Oakland BART/rail station on the Capitol Corridor line or provide a rail connection to the existing West Oakland BART station (\$25.9 million (1999\$)).
- Additional new rail station(s) in Fairfield, Benicia, Dixon, or Hercules to serve Capitol Corridor intercity rail service is also proposed (\$26.6 million (1999\$)).

Estimated Costs

Capital: \$187.2 million for Bay Area Capitol Corridor portion of total costs equaling \$345 million (1999\$) based on estimates prepared by the CCJPA. Includes costs of track upgrades at Jack London Square, Great America, Niles Junction and Alviso. In addition, costs for station upgrades and new stations (West Oakland & Dixon) are also assumed. Costs also account for new train sets.

Total Annual Operating Cost: \$14.4 million (1999\$)

Farebox Recovery Assumed: \$4.8 million (1999\$) (33%)

Net Annual Operating Cost: \$9.6 million (1999\$)

Observations/Issues

- Total costs for upgraded system are equitably allocated between Bay Area and Sacramento Regions. In addition, track upgrade costs between Fremont and San Jose are shared between Capitol Corridor, ACE and Union City-San Jose Commuter Rail. Some monies are already allocated from RTP.

See also *Capitol Corridor Commuter Rail from Oakland to San Jose* in the Fremont-South Bay Corridor section of the Notebook.

Project Title

Enhanced Vallejo Ferry Service

Project Description

Add a third 350-400 passenger High-Speed Ferry to meet peak period demand at the Vallejo Ferry Terminal.

Project Background

- Included in the 1998 Regional Transportation Plan (RTP) Track 2.
- Included in MTC's 1999 *San Francisco Bay Area Regional Ferry Plan Update*, City of Vallejo Short-Range Transit Plan, and Bay Area Council 1999 High-Speed Water Transit System Plan.
- Ridership on the Vallejo ferry service continues to grow. Since acquisition of two high-speed vessels and initiation of an 11 round trip service (replacing the former five round trip schedule), approximately 69,000 passengers used the service in July 1998, compared to 50,000 in July 1997, a month after the new service was initiated, and 33,000 in July 1996. Average July 1998 ridership on weekdays was 2,350, on weekends 1,925.
- The Vallejo ferry service's operating budget increased by approximately 60 percent with the introduction of two-vessel service in May 1997. Ridership increased by 102 percent during the same time frame.
- Richmond/San Francisco ferry service started up the end of September 1999 with initial average weekday ridership less than 200.

Proposed Operating Scenario

MTC Ferry Plan:

Given the number of trips operating at capacity and inability of two vessels to make more than three peak direction commute trips on this 55 minute route, a third 35 knot vessel is required to meet the peak period demand. A third high-speed vessel could increase the number of commute trips from three to five, allowing an increase from a maximum of 900 commute trips to as many as 1,500.

Bay Area Council Water Transit System Plan:

Provide 15-minute peak and 30-minute off-peak headways from Vallejo to San Francisco within a travel time of 50 minutes.

Estimated Costs

Capital: \$8.5 to \$9.0 million (1999\$) (from MTC Plan)
Total Annual Operating Cost: \$4.68 million (1999\$)
Farebox Recovery Assumed: \$2.97 million (1999\$)
Net Annual Operating Cost: \$1.71 million (1999\$)

Observations/Issues

- Enhanced ferry service from Vallejo will address the increasing demand for ferry service during commute times from Vallejo to San Francisco.

Project Title

Intermodal Facilities at Vallejo Ferry Terminal

Project Description

- An intermodal transportation facility at Vallejo Ferry Terminal is required to facilitate the continued growth of this ferry service. Project elements include a parking structure, improved facilities for bus to ferry and kiss-ride connections, and possible future Napa County rail linkage.
- An interim maintenance facility on Mare Island has been developed to service the Vallejo Ferry Terminal. Phase 2 improvements would construct permanent office space to replace trailers, expand heavy maintenance shop space, and could include up to 100,000 gallons of aboveground fuel storage.

Project Background

- Included in MTC's 1999 *San Francisco Bay Area Regional Ferry Plan Update*.

Proposed Operating Scenario

N/A

Estimated Costs

Capital: \$17.0 million (1999\$)

Total Annual Operating Cost: N/A

Farebox Recovery Assumed: N/A

Net Annual Operating Cost: N/A

Observations/Issues

- Current and anticipated passenger loads on the Vallejo service are overwhelming the available 700 to 800 parking spaces currently available adjacent to the ferry terminal. Increasing demand and City desire to allow development on a portion of the existing parking area require development of a parking structure and improved facilities for bus to ferry and kiss-ride connections.
- The maintenance facility could become a regional, North Bay ferry maintenance base if additional services are initiated from Martinez, Benicia, or Port Sonoma.

Project Title

New Ferry Service from Martinez/Benicia

Project Description

Establish a new route and ferry service from a Martinez/Benicia ferry terminal.

Project Background

- The ferry service from Benicia and Vallejo to San Francisco project is included in the 1998 Regional Transportation Plan Track 2.
- Included in MTC's 1999 *San Francisco Bay Area Regional Ferry Plan Update* and Bay Area Council's 1999 *High-Speed Water Transit System Plan*.
- City of Martinez completed a new Marina Master Plan, prepared a conceptual engineering and planning study for a ferry terminal and successfully obtained a \$250,000 FHWA Section 1064 grant for ferry facilities.
- Planning is complete for Martinez. This route is ready to move into implementation (including final design, construction and vessel acquisition, and operations) once capital and operating funding is secured. To date, no funding has been available for this ferry service.

Proposed Operating Scenario

MTC Ferry Plan:

Operating scenarios considered include: operate three commute trips and limited midday service, three commute trips with no midday service, and two commute trips with no midday service.

Bay Area Council Water Transit System Plan:

Provide 30-minute peak and 60 minute off-peak headways from Benicia to Martinez to San Francisco within a travel time of 60 minutes.

Estimated Costs

Capital: \$20.7 to 23.7 million (1999\$) (assumes two large vessels)

Total Annual Operating Cost:

- \$0.364 million (no midday/1 boat) (1999\$)
- \$.572 million (no midday service) (1999\$)
- \$1.170 million (midday service)(1999\$)

Farebox Recovery Assumed: 74% (no midday/ 1 boat), 69% (no midday service), 57% (midday service)

Net Annual Operating Cost:

- \$0.095 million (no midday/1boat)
- \$0.177 million (no midday/1boat)
- \$0.503 million (midday service)

Observations/Issues

- Further planning and engineering work is needed to determine which of several alternative sites in Benicia should be selected for docking sites. Availability of adequate parking, local street access, and connecting transit service should be considered in the analysis.
- Even before funding is identified for full ferry service implementation, docks in these locations should be a high priority for emergency earthquake response facilities because of the critical Bay Area to Solano County and Sacramento linkage across the Carquinez Strait.

Project Title

Light Rail on the Carquinez Replacement Bridge

Project Description

The Carquinez Replacement Bridge will have the capacity to accommodate a light rail service on the structure.

Project Background

- The Long Range Rail Alignment Report for the I-80 and I-680 Corridors reviewed many of the possible alignments that could be used for light rail service across the Carquinez and Benicia bridges.

Proposed Operating Scenario

Carquinez Replacement Bridge - A 30 mile route between the Richmond BART station and Napa (via Hercules and Vallejo) or a shorter system originating at the Capitol Corridor in Hercules and extending to the Vallejo Ferry Terminal, approximately 9 miles. Both routes would use existing rail rights of way. Cost estimates range between \$92 million to \$194 million.

Estimated Costs

Capital: \$92 - \$194 million (1999\$)
Total Annual Operating Costs: \$9.5 - \$31.8 million (1999\$)
Farebox Recovery Assumed: 9%
Net Annual Operating Costs: \$8.6 million - \$28.7 million

Observations/Issues

- The options for light rail service on the Benicia and Carquinez Bridges have been preserved through Caltrans' design of the two bridges.
- Ridership to justify these rail projects is not expected to develop in the short term.

Interstate 80 Corridor

Project Title

I-80 Northbound HOV Lane Extension from State Route 4 to the Carquinez Bridge

Observations/Issues

- This project reduces travel times for carpools and transit.

Project Description

Close the northbound HOV lane gap by adding 3.6 miles of HOV lane northbound between State Route 4 and the Carquinez Bridge, which will provide a continuous northbound HOV lane from the Bay Bridge to the Carquinez Bridge.

Project Background

- This project is included in the 1998 Regional Transportation Plan Track 1. The Blueprint would accelerate the delivery of this project.

Proposed Operating Scenario

N/A

Estimated Costs

Capital: \$31.24 million (1999\$)
Total Annual Operating Costs: N/A
Farebox Recovery Assumed: N/A
Net Annual Operating Costs: N/A

Interstate 80 Corridor

Project Title

Solano County Bus Service

Project Description

Provide significant upgrades to routes in Solano County serving intercity trips as well as trips to San Francisco and from Sacramento.

Project Background

- The purchase of buses for the Solano County intercity service is included in the 1998 Regional Transportation Plan (RTP) Track 1. The Blueprint would accelerate the delivery of this project.
- Sacramento to Vallejo express service and Solano Intercity service are included in the Solano Intercity Transit Concept Plan (1995).

Proposed Operating Scenario

Proposed service improvements to the Sacramento to Vallejo service and Solano Intercity service are from the Solano Intercity Transit Concept Plan (1995).

	Current Headways (minutes)		Proposed Headways (minutes)	
	Peak	Mid-day	Peak	Mid-day
Sacramento to Vallejo Service				
			9	60
Solano Intercity Service				
			10	60
Intra Solano County				
Fairfield 30/220	60	60	30	30
Benicia Benicia Route	40	60	15	30
Solano to San Francisco				
Vallejo New	--	--	15	30

Estimated Costs

Vallejo to Sacramento Service:

Capital: \$9.61 million (19 buses) (1999\$)
 Total Annual Operating Cost: \$2.58 million (1999\$)
 Farebox Recovery Assumed: \$0.734 million (28.44%)
 Net Annual Operating Cost: \$1.85 million

Solano Intercity Service:

Capital: \$10.12 million (20 buses) (1999\$)
 Total Annual Operating Cost: \$2.91 million (1999\$)
 Farebox Recovery Assumed: \$0.830 million (28.5%)
 Net Annual Operating Cost: \$2.08 million

Intra Solano County Service:

Capital: \$1.06 million (3 buses) (1999\$)
 Total Annual Operating Cost: \$1.49 million (1999\$)
 Farebox Recovery Assumed: \$0.42 million (1999\$)
 Net Annual Operating Cost: \$1.07 million (1999\$)

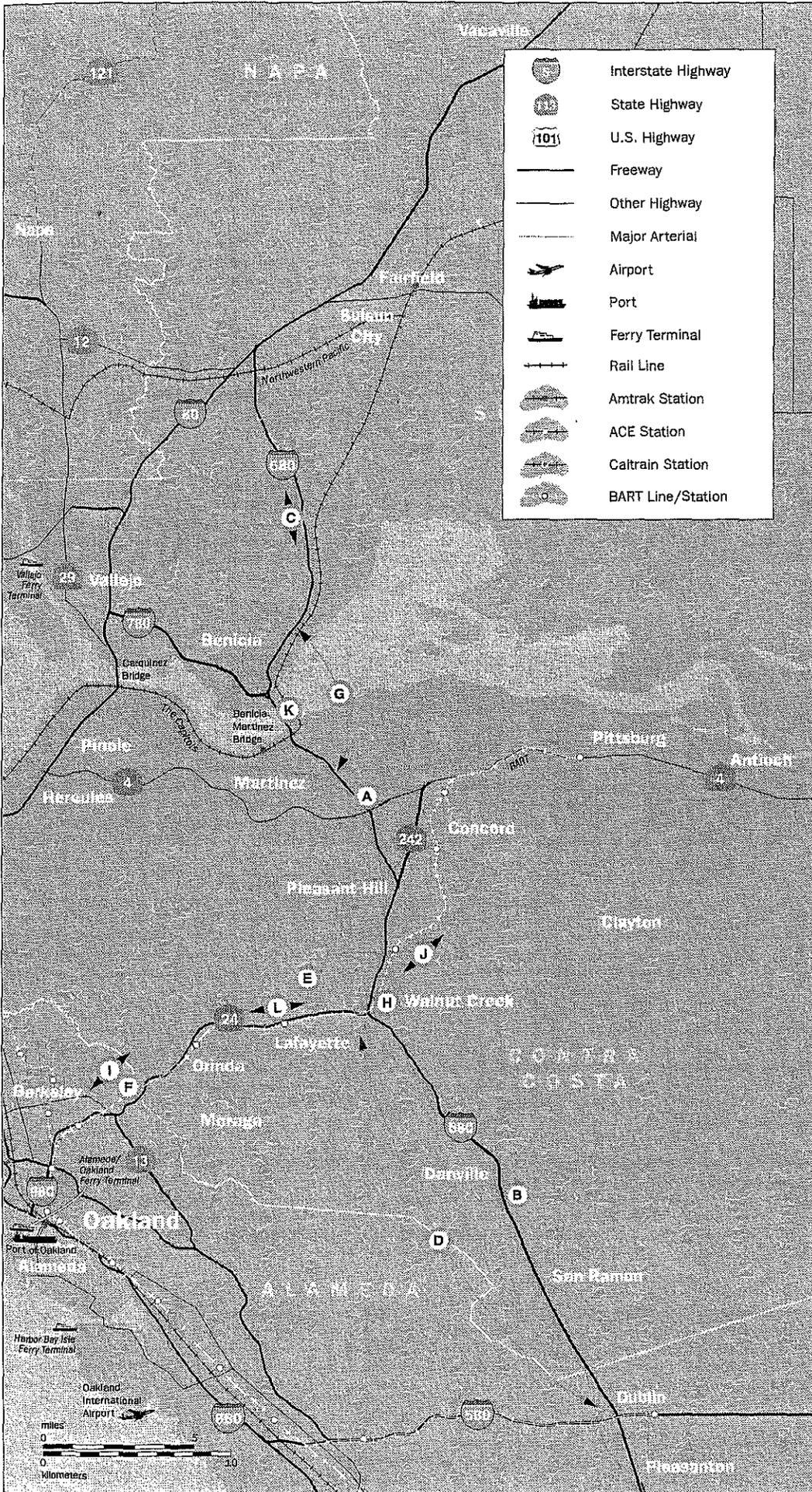
Solano County to San Francisco Service:

Capital: \$4.22 million (2 buses) (1999\$)
 Total Annual Operating Cost: \$1.83 million (1999\$)
 Farebox Recovery Assumed: \$0.8 million (1999\$)
 Net Annual Operating Cost: \$1.03 million (1999\$)

Observations/Issues

- Benefits of these service enhancements are expanded travel options in the congested I-80 corridor.
- Expanded intercity/express bus service will facilitate travel within Solano County on I-80, from Solano County to San Francisco, and north from Solano County into Sacramento County.

Interstate 680 North Corridor



- A** Interchange Reconstruction — I-680/SR 4
- B** Interchange Improvements — I-680/El Pintado Rd. (+ others not mapped)
- C** Widening of I-680 from Benicia Bridge to I-80
- D** Auxiliary Lanes along I-680 between I-580 and SR 24
- E** Realignment of Taylor Blvd. and Pleasant Hill Rd.
- F** Construction of Caldecott Tunnel Fourth Bore
- G** Express Bus Service — Solano County to East Bay (I-680)
- H** Employee Shuttles to and from Walnut Creek BART Station
- I** Subscription Bus Service through Caldecott Tunnel
- J** Express Bus Service in Central Contra Costa County
- K** Light Rail on Benicia Bridge
- L** Additional BART Parking in I-680/SR 24 Corridor

Not Mapped:

- Freeway-to-Freeway Connector Improvements:
 - Westbound SR 4 to Southbound SR 242
 - Southbound SR 242 to Southbound I-680
 - Westbound SR 4 to Southbound I-680

Project Title

Widening of I-680 from Benicia Bridge to I-80

Project Description

Add a mixed-flow lane on I-680 in both the northbound and southbound directions (total of 3 lanes in each direction) between the I-680/I-780 interchange (Benicia Bridge) to I-680/I-80 interchange.

Project Background

- Included as an alternative scenario in the I-680/I-80/I-780 Triangle Area Study (1997) (prepared for CCTA by Korve Engineering) to assess the effect of additional capacity on I-680 between the I-680/I-80 interchange and the I-680/I-780 interchange.
- Additional lane was evaluated as a mixed-flow lane, rather than an HOV lane, as the relatively high travel speeds on I-680 would not provide substantial travel time savings for HOV users.

Proposed Operating Scenario

N/A

Estimated Costs

Capital: \$57.2 million (1999\$)

Total Annual Operating Costs: N/A

Farebox Recovery Assumed: N/A

Net Annual Operating Cost: N/A

Observations/Issues

- Improvements to the I-680 northbound to the I-80 eastbound merge should be considered prior to the provision of an additional lane on I-680.
- The widening of I-680 would not adversely affect the operating conditions at the merge or on I-80.

Interstate 680 North Corridor

Project Title

Express Bus Service from Solano County to East Bay (I-680)

Project Description

Increase existing service between the Fairfield/Vacaville area along the I-680 into Contra Costa County and service between Vallejo, Benicia, and Pleasant Hill.

Add park-and-ride and intermodal facilities as a necessary adjunct.

Project Background

- Proposed in Solano Intercity Transit Concept Plan (1995).
- Limited service currently provided by Solano BART Express Route 40.
- Limited service currently provided by Benicia Transit.
- Existing park-and-ride lots include: Curtola and Lemon Park-and-Ride and Sereno Bus Transfer Center/Park-and-Ride (Vallejo); Vacaville Regional Transportation Center (Vacaville); and Magellan Park-and-Ride and I-680/Gold Hill Road Park-and-Ride (planned) (Fairfield).
- Existing intermodal facilities in Vallejo include Downtown Transfer Center and Intermodal Ferry Terminal.

Proposed Operating Scenario

- Provide 20-minute peak period headway and 7 buses for the peak period Vacaville-Fairfield-Contra Costa County service.*
- Provide 15-minute peak period headway and hour midday headway and 7 buses for the peak period Vallejo-Benicia-Pleasant Hill service.*
- Provide 15-minute peak period headway and hour midday headway for the Fairfield Route 40 service from Vacaville/Fairfield to Pleasant Hill BART.

* Proposed in Solano Intercity Transit Concept Plan (1995)

Estimated Costs

Vacaville-Fairfield-Contra Costa:

Capital: \$2.46 million (1999\$) (7 buses)
Total Annual Operating Cost: \$687,000 (1999\$)
Farebox Recovery Assumed: 36%
Net Annual Operating Cost: \$437,000

Vallejo-Benicia-Pleasant Hill:

Capital: \$2.46 million (1999\$) (7 buses)
Total Annual Operating Costs: \$884,000 (1999\$)
Farebox Recovery Assumed: 48%
Net Annual Operating Costs: \$488,000

Vacaville/Fairfield to Pleasant Hill BART:

Capital: \$2.11 million (1999\$) (6 buses)
Total Annual Operating Costs: \$1.10 million (1999\$)
Farebox Recovery Assumed: \$0.32 million (1999\$)
Net Annual Operating Costs: \$0.78 million (1999\$)

Capital for park-and-ride and intermodal facilities:
TBD

Observations/Issues

- Upgrading express bus service from Solano County to Contra Costa County would expand travel options for commuters.
- Express bus services provide improved travel times compared to local services to workplaces and other destinations.

Interstate 680 North Corridor

Project Title

Light Rail on the Benicia Bridge

Project Description

The new Benicia Bridge will have the capacity to accommodate a light rail service on the structure.

Project Background

- The Long Range Rail Alignment Report for the I-80 and I-680 Corridors reviewed many of the possible alignments that could be used for light rail service across the Benicia and Carquinez Replacement Bridges.

Proposed Operating Scenario

New Benicia Martinez Bridge – A 9 mile route between North Concord BART station and Benicia at an estimated cost of \$380-\$640 million.

Estimated Costs

Capital: \$380 - \$640 million (1999\$)
Total Annual Operating Cost: \$9.5 million
Farebox Recovery Assumed: 11.5%
Net Annual Operating Cost: \$8.6 million

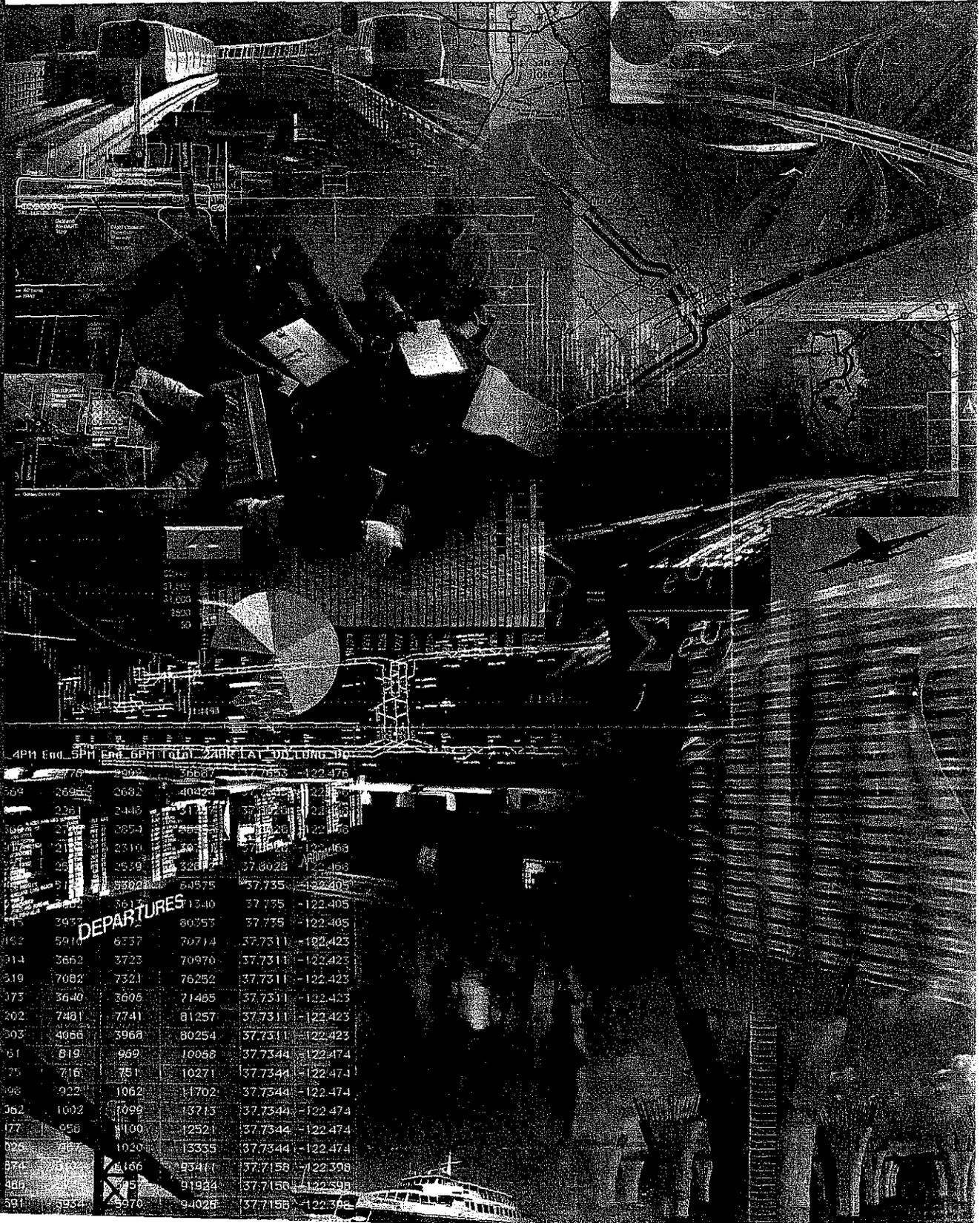
Observations/Issues

- The options for light rail service on the Benicia and Carquinez Bridges have been preserved through Caltrans' design of the two bridges.
- Ridership to justify these rail projects is not expected to develop in the short term.

1998 REGIONAL TRANSPORTATION PLAN
 FOR THE SAN FRANCISCO BAY AREA
 AMENDED MAY 1999



METROPOLITAN
 TRANSPORTATION
 COMMISSION



4PM End_5PM End_6PM Total 24HR LAT DR LUNG DO

4PM End_5PM	End_6PM	Total	24HR LAT	DR LUNG DO	
2682	2682	40422	37.7353	-122.476	
2261	2446	51143	37.7311	-122.423	
2110	2310	34200	37.7311	-122.423	
2055	2539	32617	37.8028	-122.468	
1802	3302	64575	37.735	-122.405	
155	3977	8617	37.735	-122.405	
152	5916	8737	37.7311	-122.423	
114	3663	3723	70970	37.7311	-122.423
119	7082	7321	76252	37.7311	-122.423
173	3640	3606	71465	37.7311	-122.423
202	7481	7741	81257	37.7311	-122.423
303	4066	3966	80254	37.7311	-122.423
61	819	959	10058	37.7344	-122.474
75	716	751	10271	37.7344	-122.474
98	922	1062	11702	37.7344	-122.474
362	1002	1099	13713	37.7344	-122.474
177	958	1100	12521	37.7544	-122.474
026	1020	1020	13335	37.7344	-122.474
874	3166	8341	37.7158	-122.398	
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591	3934	3970	94028	37.7158	-122.398

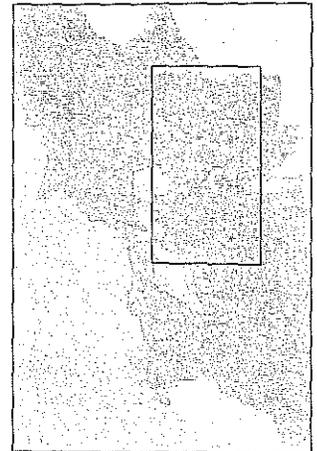
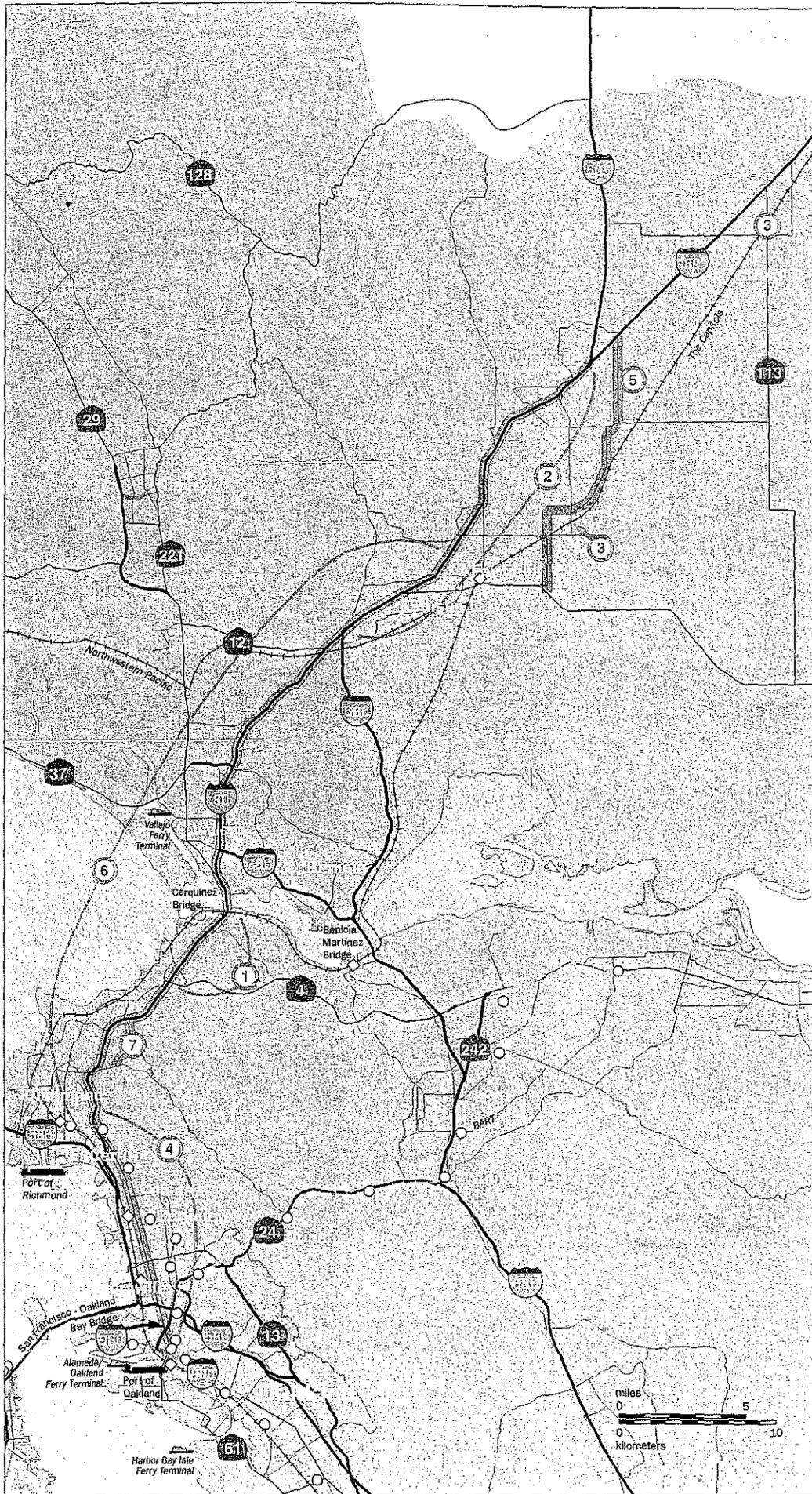
DEPARTURES

THE INVESTMENT GAME PLAN

MANAGEMENT OBJECTIVES	COMMITTED FUNDING	TRACK 1	TRACK 2
<p>Ensure safe and efficient operations on Route 37 for commute and recreational trips</p>	<p>Route 37 White Slough project</p>	<p>① Route 12 Jamison Canyon widening between Highway 29 and I-80*</p>	<p>SALES TAX Additional Route 12 safety projects (Solano Co.)</p>
<p>Transportation improvements should protect and enhance wetland resources and provide managed public access</p>	<p>Routes 37/29 interchange</p> <p>Route 12 safety improvements between Suisun City and Rio Vista</p>	<p>② Routes 37/121 intersection improvements</p>	<p>PROPOSED REGIONAL GAS TAX Additional safety/operational projects on Routes 12/116/121</p>
<p>Improve bicycle and pedestrian options for commuter and recreational travel</p>		<p>③ Priority intersection and safety/operational projects on Routes 12/116/121:</p> <ul style="list-style-type: none"> • Routes 121/12 • Route 116/Adobe Rd. • Routes 116/121 • Route 121 shoulder widening 	
<p>Improve operations for commercial/agricultural vehicles</p>		<p>④ Traveler information system on Route 37</p>	
<p>Coordinate traffic management strategy for Route 37 with strategy for Routes 12/121/116 (see Napa Valley)</p>		<p>⑤ Park-and-ride lot at Routes 37/29</p>	
<p>Develop access improvements for reuse of former Mare Island Navy base</p>			
<p>Improve safety on Route 12 east of I-80</p>			

*Project funding assumes a contribution from the state's discretionary funds (Interregional Improvement Program).

INTERSTATE 80 CORRIDOR



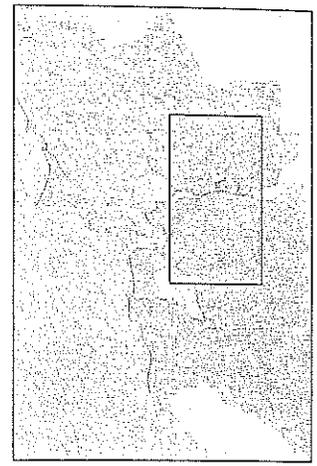
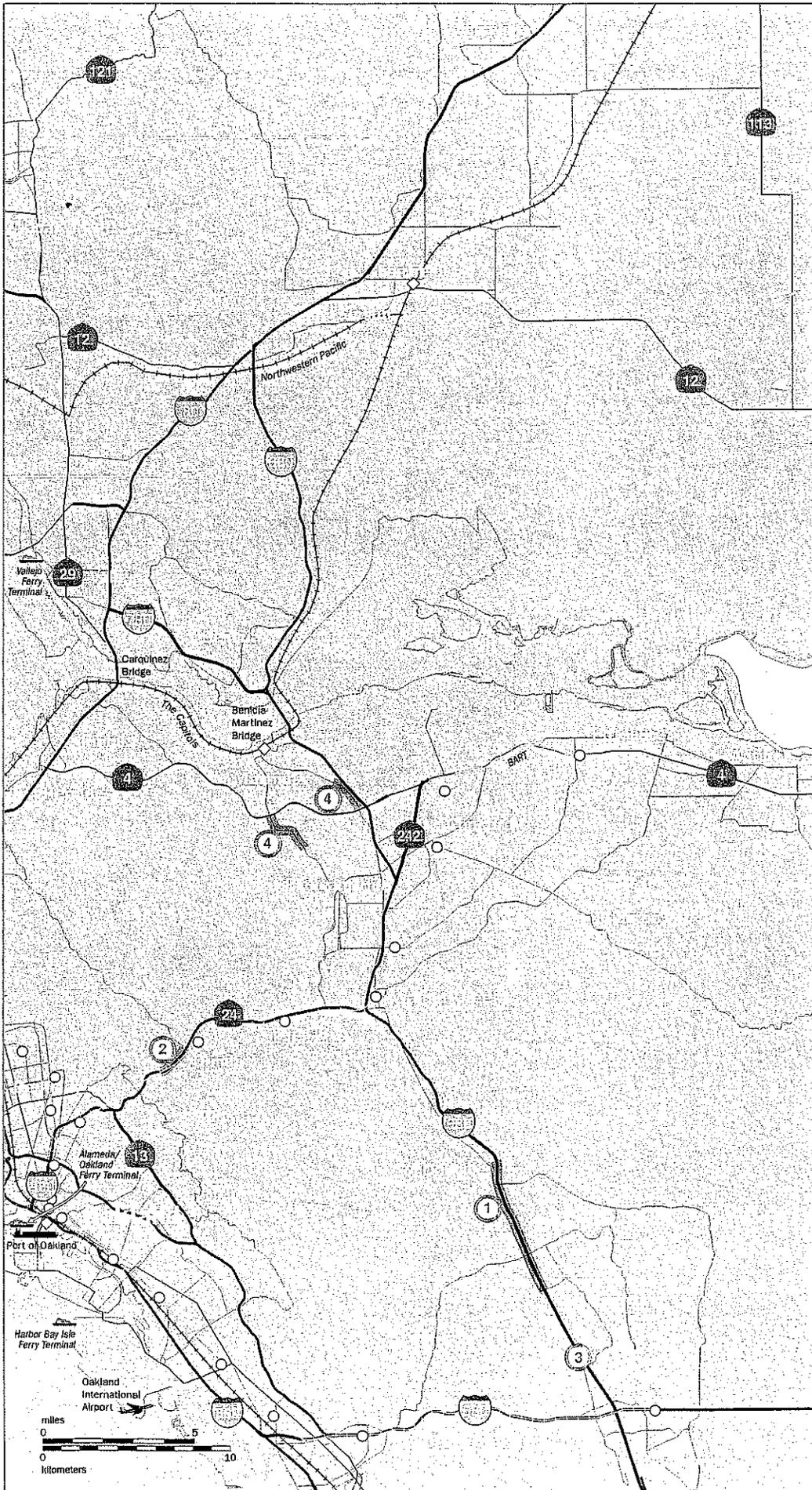
-  Track 1 Project
-  Interstate Highway
-  State Highway
-  U.S. Highway
-  Freeway
-  Other Highway
-  Major Arterial
-  Airport
-  Port
-  Ferry Terminal
-  Rail Line
-  Amtrak Station
-  ACE Station
-  Caltrain Station
-  BART Line/Station



THE INVESTMENT GAME PLAN

MANAGEMENT OBJECTIVES	COMMITTED FUNDING	TRACK 1	TRACK 2
<p>Reliance on the Capitol Corridor trains, express buses and carpools utilizing the HOV lanes to serve growth of long-distance commuting to the urban core</p> <p>Bridge toll policies should encourage ridesharing and transit use</p> <p>Reliance on local transit and arterial improvements to serve growth in commuting between communities within urban core</p> <p>Facility improvements should ensure that I-80 operates smoothly during midday hours to preserve freight mobility</p> <p>Corridor improvements should protect local streets from spillover freeway traffic</p> <p>Interchange improvements for I-80 should be designed to protect mainline operations</p> <p>Develop an equitable ramp-metering plan</p> <p>Develop reliever route system in Solano County for local trips</p> <p>Develop pedestrian and bicycle access to transit, rail and ferry facilities</p>	<p>Reconstruct MacArthur on-ramp to eastbound I-80/I-580 connector</p> <p>New Carquinez Bridge with southbound HOV lane</p> <p>Increased Capitol Corridor intercity rail service (six trains)</p> <p>San Pablo Ave. signal coordination project</p> <p>Transit centers and park-and-ride lots</p>	<p>① Extend I-80 HOV lanes from Route 4 to the Carquinez Bridge*</p> <p>② I-80 HOV lanes from Fairfield to Vacaville*</p> <p>I-80 interchange and arterial improvements (<i>not mapped</i>)</p> <p>③ Station/other improvements to Capitol Corridor intercity rail service*</p> <p>④ San Pablo Ave. quality bus service</p> <p>⑤ I-80 reliever route (Solano Co.)</p> <p>⑥ Purchase buses: • I-80 express service • Solano Co. intercity service (<i>not mapped</i>)</p> <p>⑦ Widen Appian Way to I-80</p> <p><i>*Project funding assumes a contribution from the state's discretionary funds (Interregional Improvement Program).</i></p>	<p>SALES TAX I-80 interchange improvements (Solano Co.)</p> <p>Improvements to Capitol Corridor intercity rail service</p> <p>Ferry service from Benicia and Vallejo to San Francisco</p> <p>AC Transit enhanced bus service in Telegraph corridor</p> <p>PROPOSED REGIONAL GAS TAX Operating funds for I-80 express bus service and Capitol Corridor (commuter rail service increment)</p> <p>Additional Vallejo ferry service</p> <p>Capitol Corridor/West Oakland BART connection</p>

INTERSTATE 680 NORTH CORRIDOR



-  Track 1 Project
-  Interstate Highway
-  State Highway
-  U.S. Highway
-  Freeway
-  Other Highway
-  Major Arterial
-  Airport
-  Port
-  Ferry Terminal
-  Rail Line
-  Amtrak Station
-  ACE Station
-  Caltrain Station
-  BART Line/Station



THE INVESTMENT GAME PLAN

MANAGEMENT OBJECTIVES	COMMITTED FUNDING	TRACK 1	TRACK 2
<p>Use toll policies and preferential lanes to encourage HOV use and peak spreading for trips within the corridor and entering corridor from the north</p>	<p>I-680 HOV lanes from near Route 242 to Benicia Bridge</p>	<p>① I-680 auxiliary lanes</p>	<p>SALES TAX (TO BE DETERMINED) I-680/Route 4 interchange improvements</p>
<p>Manage I-680 and Route 242 as one system to minimize overall system delay during the peak period and protect the I-680/24 interchange</p>	<p>New Benicia Bridge</p>	<p>② Route 24 auxiliary lanes in Orinda</p>	<p>Route 24/Caldecott Tunnel improvements</p>
<p>Ensure improvements to Route 4 and Route 242 do not adversely affect I-680 operations</p>	<p>Martinez Intermodal Station</p>	<p>③ I-680/Alcosta interchange improvements</p>	<p>PROPOSED REGIONAL GAS TAX HOV access to employment centers</p>
<p>Maintain reliable freeway operations in off-peak for freight mobility</p>	<p>I-680/I-80 interchange improvements in Solano County</p>	<p>④ Various arterial improvements including: • Alhambra Ave. • Pacheco Blvd.</p>	
<p>Recognize that the Caldecott Tunnel is a gateway in the peak direction and develop strategies to better manage reverse commute and off-peak traffic</p>	<p>Arterial improvements</p>		
<p>Provide good transit, bicycle, and pedestrian connections to major activity centers and BART</p>			

ATTACHMENT A-SOLANO COUNTY

SOLANO COUNTY PROJECTS - COMMITTED FUNDING

RTP REFERENCE NUMBER	PROJECT/PROGRAM WITH COMMITTED FUNDING	NOTES
REGIONAL		
94140	Seismic retrofit of Bay Area state-owned toll bridges	
98539	Call boxes	
SOLANO COUNTY SUBAREA		
94681	Local streets and roads maintenance (to the degree fundable with projected dedicated revenues)	MTC Pavement Management System
98513	Various arterial improvements, signal timing projects, and pedestrian and bikeway projects	
94683	Vallejo Transit - Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets. Does not include system expansion).	
94143	Traffic Operations System (TOS)	
I-680 NORTH CORRIDOR		
94150	I-80/I-680 interchange improvements	Project is included in the Interregional Improvement Program (IIP) in the 1998 State Transportation Improvement Program (STIP).
94676	Benicia-Martinez Bridge: construct second bridge span and reconstruct I-680/I-780 interchange	
98627	Electronic toll collection on Bay bridges	
I-80 CORRIDOR		
94677	I-80 Carquinez Bridge: replace west bridge, adding one southbound HOV lane from Route 29 in Vallejo to the bridge	
94679	Transit centers and park-and-ride lots	
94682	Amtrak Capitol Corridor Service (6 round trips a day)	
NORTH BAY EAST-WEST CORRIDOR		
94149	Construction of Route 29/Route 37 interchange in Vallejo	Funded with IIP funds in the 1998 STIP
94675	Route 37 from Napa River Bridge to Route 29; upgrade to 4 lanes (not including Routes 29/37 Interchange)	White Slough project
98217	Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes)	State Highway Operation and Protection Program (SHOPP) funded project

ATTACHMENT A-SOLANO COUNTY

SOLANO COUNTY PROJECTS - TRACK 1

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM	TOTAL PROJECT COSTS	EXISTING FUNDING	TRACK 1 FUNDS	NOTES
IN MILLIONS OF INFLATED DOLLARS					
REGIONAL					
94145	Transit fare coordination and ticket distribution	\$6.5	\$3.1	\$3.4	
98521	Traveler information and trip planning	\$11.5	\$2.7	\$8.8	includes Travinfo™, the regional telephone information system, rideshare programs, and other traveler information and trip planning activities
98588	Golden Gate Bridge seismic retrofit - Phases II and III	\$3.0	\$0.0	\$1.9	Seismic retrofit of Golden Gate Bridge; county share of regional cost. Phase III shortfall remains.
SOLANO COUNTY SUBAREA					
94138	Rehabilitation of Metropolitan Transportation System (MTS) streets and roads; fully funds maintenance of MTS road network	\$21.6	\$0.0	\$21.6	
94139	Rehabilitation of non-MTS streets and roads	\$153.7	\$0.0	\$7.7	Shortfall remains
98509	Local streets and roads non-pavement maintenance	\$56.6	\$0.0	\$2.8	Shortfall remains
98530	Seismic retrofit and upgrade of local bridges and overpasses	\$86.6	\$0.0	\$1.6	Shortfall remains
94144	Arterial improvements and traffic signalization projects	\$4.0	\$0.0	\$4.0	Roadway and transit strategies to improve system operations
94153	Non-capacity increasing safety projects to improve congested intersections and local arterials	\$10.0	\$0.0	\$10.0	Non-capacity increasing projects only
98199	Park-and-ride lots and intermodal stations	\$2.0	\$0.0	\$2.0	
98212	Bicycle and pedestrian projects	\$7.6	\$0.0	\$7.6	Funds are from Transportation Development Act (TDA) Article 3.
94154	Bicycle and pedestrian projects	\$4.0	\$0.0	\$4.0	Funds are from federal Surface Transportation program (STP) and Congestion Mitigation and Air Quality (CMAQ) Improvement Program.
98556	Transportation for Livable Communities	\$18.8	\$0.0	\$18.8	Community development projects linked to transportation; funded with federal Surface Transportation Program (STP) or Transportation Enhancement Activity funds.
98565	TEA 21 planning funds for the county	\$2.0	\$0.0	\$2.0	
98596	Metropolitan Transportation Operations System (MTOS)	\$19.0	\$0.0	\$19.0	The Transportation Operations System (TOS) is included in the projects with committed funding. MTOS is comprised primarily of roadway, transit and bicycle/pedestrian strategies to improve system operations.
98605	Corridor planning studies	\$2.0	\$0.0	\$2.0	
98614	Regional MTS performance monitoring	\$0.2	\$0.0	\$0.2	
I-680 NORTH CORRIDOR					
98100	Express bus service on I-680 (capital costs)	\$4.4	\$0.0	\$4.4	Some express bus service is present, but not at the levels planned for the future. Operating funds to be provided by Solano transit operators; service under study in the 5-year Intercity Transit Development Plan.

ATTACHMENT A-SOLANO COUNTY

SOLANO COUNTY PROJECTS - TRACK 1

RTP REFERENCE NUMBER	TRACK 1 PROJECT/PROGRAM (Continued from p. 88)	TOTAL PROJECT COSTS	EXISTING FUNDING	TRACK 1 FUNDS	NOTES
IN MILLIONS OF INFLATED DOLLARS					
I-80 CORRIDOR					
94146	Express bus service on I-80 (capital costs)	\$17.8	\$0.0	\$17.8	Some express bus service is present, but not at the levels planned for the future; operating funds to be provided by Solano transit operators.
94148	Construct rail stations for Amtrak Capitol service; potential sites are Fairfield/Vacaville and Dixon	\$20.7	\$0.0	\$20.7	Program also includes planning funds for the Benicia rail station; assumes state Interregional Improvement Program (IIP) funding.
94151	I-80 reliever route (Phase 1), including I-80/Leisure Town Road interchange improvements	\$127.4	\$28.9	\$98.5	Includes Route 12 to the I-80/Leisure Town Road interchange in Vacaville; "Existing Funding" is from impact fees.
98167	I-80 HOV lanes between I-680 and I-505 through Fairfield and Vacaville	\$158.3	\$0.0	\$158.3	Assumes partial state IIP funding
98168	Solano County intercity bus service (capital costs)	\$12.9	\$0.0	\$12.9	Some intercity bus service is present, but not at the levels planned for the future; operating funds to be provided by Solano transit operators.
NORTH BAY EAST-WEST CORRIDOR					
94152	Widen Route 12 from Red Top Rd. to the Napa County line to 4 lanes	\$35.2	\$0.0	\$35.2	Jamison Canyon widening; assumes state IIP funding.
98144	Route 37 traveler information system	\$0.4	\$0.0	\$0.4	Improvements identified in the MTC North Bay Corridor Study
98166	Route 37 park-and-ride lot at Route 29	\$2.0	\$0.0	\$2.0	Would be part of the White Slough Project; identified in the MTC North Bay Corridor Study.
SOLANO COUNTY TOTAL		\$788.2	\$34.7	\$467.6	

NOTE: "Existing Funding" refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

"Track 1 Funds" refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding") that are, by virtue of the adoption of this RTP, assigned to the individual projects indicated.



DATE: February 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Solano Comprehensive Transportation Plan

Discussion:

Arterials, Freeways and Highways

In December 2000, the STA Board authorized Fehr and Peers Associates to commence Phase 2 of the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan. This phase will take about six months and includes the following tasks:

- Needs Assessment Refinement
- Policy Element
- Performance Measure Development
- Solutions Evaluation
- Funding and Implementation Plan
- CTP Format Guidelines

Two of the first tasks include developing policy statements and performance measures for review by the Board and its subcommittees in the next two months. The next Arterials, Freeways and Highways Subcommittee is scheduled for March 20, 2001 at 10:00 a.m. at the STA.

Transit Element:

Wilbur Smith and Associates have been developing local rail station criteria to be used for the proposed three new rail stations. They are also developing an existing conditions report to fully describe and analyze the existing Solano intercity transit services.

Once the rail station criteria is developed it will be provided to the STA Board at the March meeting. Following the approval of this criteria, detailed documentation on rail and transit ridership, existing transit routes and other transit information will be compiled for use in the new Transit Element. The next Transit Element Subcommittee is tentatively proposed to meet during the week of March 5-9, 2001. A specific date and time will be selected in the next week or two.

Alternative Modes

With a pending recommendation to approve the new Countywide Bicycle Plan and develop new Countywide Trails Plan, the Alternative Modes Committee will now be focusing their efforts on ridesharing, TLC/smart growth issues and HOV lanes/park and ride lots. The next meeting of the Alternative Modes Subcommittee is scheduled for April 18, 2001 at 3:30 p.m.

Recommendation:

Informational

*Agenda Item XI.D
February 14, 2001*



DATE: February 6, 2001
TO: STA Board
FROM: Jennifer Tongson, Projects Intern
RE: Project Monitoring Program

Background:

Attached is the January 2001 update of Solano County projects by jurisdiction and an updated list of Highway Projects for Solano County.

Recommendation:

Informational

Attachments

SOLANO HIGHWAY PROJECTS

Status Report, January 2001

	Projects	FUNDING			PROJECT STATUS		
		Projected Cost	% Funded	Fund Sources	Status	Begin Construction	Projected Completion
1	Benicia / Martinez Bridge	\$545 M	100%	Bridge Tolls	Recent projected \$160 M cost over-run / BATA implementing bond strategy to cover additional project costs	Summer 99	Summer 2004
2	Carquinez Replacement Bridge	\$340 M (construction only)	100%	Bridge Tolls	Bridge Retrofit project 95% complete. New western bridge project delayed 6 months due to soils problem with southern towers.	Mar-00	Sept. 2003
3	Highway 37 (Phase I)	\$4.68 M	100%	STIP	Phase I will restore tidal wetlands at Guadalcanal Village and will provide mitigation for the loss of wetland habitat associated with the proposed construction of the 4-lane freeway on SR 37. Project is under construction	Fall 2000	Spring 2002
	Highway 37 (Phase II)	\$50.25 M	100%	STIP	Phase II will construct a four-lane freeway from the Napa River Bridge to Enterprise Street. Most of this phase will be constructed on the existing alignment. As of 1/2001, Phase II is at 95% PS&E.*	Feb-02	Jul-04
	Highway 37 (Phase III)	\$65.7 M	100%	ITIP; RTIP	Phase III will construct a four-lane freeway from Enterprise St. to Diablo St. and a partial cloverleaf interchange for Rt. 37/29 intersection. Phase will be located on a new alignment north of the existing alignment of Rt. 37. As of 1/2001, Phase III is at 70%.	Feb-03	Dec-05
4	Jepson Parkway	\$75 M	66%	TEA-21; STIP; Local	Concept Plan completed; environmental review initiated; 10 segments.	two segments underway	final segments 2004-2007
5	I-80 / I-680 Interchange Project	\$400 M (10-year-old estimate)	TBD	STIP	Effort is underway to accelerate auxiliary lane segment to coincide with bridge opening. \$13 M in Governor's budget for interchange (flexible); I-80 corridor study process in place; \$11 M in ITIP approved to ensure completion of auxiliary lanes; \$6 million in STIP reserve. Update of Interchange design underway.	2002 (auxiliary only lanes)	2003
6	I-80 (Vacaville to Dixon)	\$37 M (construction only)	TBD	I-TIP	Environmental funded at \$3 M. PS&E (design) funded for \$5 M. 10.5-mile stretch to be widened from 6 to 8 lanes.	TBD	TBD
7	Highway 12 MIS*** (I-80 to Rio Vista)	TBD	TBD	TBD	MIS initiated and in progress.	Jul-00	Jun-01
8	Highway 12 (Napa to I-80)	\$104 M	TBD	ITIP	A project study report for PA & ED (Project Approval and Environmental Document) completed. Received \$7 M from Governor's budget for design and environmental. This project assigned to new Caltrans design chief.	TBD	TBD
9	Red Top Slide (I-80)	TBD	TBD	Caltrans	SHOPP funded state-of-the-art shaft project in procurement process. Construction to begin after rainy season 2002. Approved at Design Advocacy Pilot Project.	2002	TBD
10	I-80/I-505 Weave Correction	TBD	TBD	Caltrans	PSR update underway. **	TBD	TBD

* Plans, Specifications, and Estimates

** Project Study Report

*** Major Investment Study

Last Update: Jan-2001

Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Your Agency	Describe project and its geographic limits.	TIP ID	List amount of funds, separating by fund source. Include "Local" funds. (Total is indicated at bottom)	List phase to be funded.	Ex: Federal RSTP, CMAQ, TEA, STIP (indicate if State Only), etc...	Funding Program	List actual deadlines for each funding source.	List projected deadline *set by the agency* for completion of each phase.	For STIP Construction only.	Briefly explain the current status of the project.
Benicia	Construct bike bridge from Columbus Parkway/Rose Drive across I-780 to Benicia.		15		TDA Article 3	TDA Art. 3	30-Jun-00			<u>Current Status:</u> City will request funds to be reprogrammed to 2002-03. Funds to be used in conjunction with the project
Benicia	One (1) bus		198		STP-D	Cycle 3	30-Sep-00			<u>Current Status:</u> Purchase order has been sent.
Benicia	Replace three 1985 Buses		730.2		STP	75% Prog.				<u>Current Status:</u> On schedule.
Benicia	Southampton Feeder Bus		30		Solano TFCA	BAAQMD TFCA				<u>Current Status:</u> On schedule.
Benicia	Overlay East H Street from East Second to East Fifth Street		20 105 14	Design Const. Const.	Gas Tax RABA General Fund		30-Sep-02			<u>Current Status:</u> RABA will be sent to MTC for approval.
Benicia	Park Road overlay from Adams Street to Elm Street.	SOL99SA01	80 490	PE Const	RTIP RTIP	STIP Aug. STIP Aug.	30-Jun-00 30-Jun-01		N/A	<u>Current Status:</u> The design is 85% complete and will be completed in time for the STIP allocation deadline.
Benicia	Install new traffic signal at intersection of East Second St. and the I-780 off ramp; safety project.	SOL990050	146 19		CMAQ Local	25% Program				<u>Current Status:</u> Field Review held on October 17.
Benicia	Lighted crosswalk at Military West.	SOL991001	26 4		CMAQ Local	Low Cost Safety	30-Sep-01			<u>Current Status:</u> Field Review held on October 17.
			30							

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Benicia	Military East overlay from East Second to East Fifth Street.	SOL991018	259		STP	75% Program				Current Status:
			42		Local Gas				Scoping Underway	
			301							
Benicia	Military East overlay from East Fifth St. to East Seventh St.	SOL991034	9	PSE	STP		30-Sep-02			Current Status:
			1	Env.	STP		30-Sep-02			
			105	Const.	STP		30-Sep-02			
			3	PSE	Local					
			1	Env.	Local					
			15	Const.	Local					
			134							
Benicia	East Fifth St. overlay from Military East to just north of hwy. 780.	SOL991035	9	PSE	STP		30-Sep-02			Current Status:
			1	Env.	STP		30-Sep-02			
			105	Const.	STP		30-Sep-02			
			3	PSE	Local					
			1	Env.	Local					
			15	Const.	Local					
			134							
Benicia	Safe Route to School Program - Mills Elementary School.	SOL991056	5	PSE	CMAQ		30-Sep-02			Current Status:
			45	Const.	CMAQ		30-Sep-02			
			1	PSE	Local					
			6	Const.	Local					
			57							
Benicia	Class II bike lane along Park Rd. from Adams St. to the Oak Rd.	SOL991067	25	PSE	CMAQ					Current Status:
			5	Env.	CMAQ					
			130	Const.	CMAQ					
			4	PSE	Local					
			1	Env.	Local					
			177	Const.	Local					
			342							
Benicia	East Second Street Overlay	SOL991084	90	Const.	STP					Current Status:
			12	Const.	Local					
			102							
Benicia										Current Status:
			0							
Benicia										Current Status:
			0							
Benicia										Current Status:
			0							
Benicia										Current Status:
			0							

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Last Update: 1/24/01

Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation/ Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Your Agency	Describe project and its geographic limits.	TIP ID	List amount of funds, separating by fund source. Include "Local" funds. (Total is indicated at bottom)	List phase to be funded.	Ex: Federal RSTP, CMAQ, TEA; STIP (indicate if State Only), etc...	Funding Program	List actual deadlines for each funding source.	List projected deadline *set by the agency* for completion of each phase.	For STIP Construction only.	Briefly explain the current status of the project.
Dixon	Downtown Dixon Multimodal Transportation Center		354		CMAQ	Eastern CMAQ	30-Sep-01			<u>Current Status:</u> Design and Acquisition complete. Construct Spring 2001 pending release of funds by Caltrans.
Dixon	SR 113 Streetscape Project		354 237		TLC					<u>Current Status:</u> Bid Spring 2001
Dixon	North Almond Street Overlay (West H St. to Stratford Ave.)		75 10 85	Const. Const.	RABA Local		30-Sep-02			<u>Current Status:</u> RABA will be sent to MTC for approval.
Dixon	Lighted Crosswalk at Pitt School Road	SOL991002	26 4 30	Const. Const.	CMAQ Local	LowCost Safety	30-Sep-01			<u>Current Status:</u> Plans and Specifications to be prepared winter 00-01
Dixon	Crosswalk signage replacement - various	SOL991003	13 2 15	Const. Const.	STP Local	LowCost Safety	30-Sep-01			<u>Current Status:</u> Plans and Specifications to be prepared winter 00-01
Dixon	Disabled access ramps in downtown Dixon - various	SOL991004	26 4 30	Const. Const.	STP Local	LowCost Safety	30-Sep-01			<u>Current Status:</u> Plans and Specifications to be prepared winter 00-01
Dixon	West "H" st. Overlay	SOL991036	151 20 171	Const. Const.	STP Local		30-Sep-02			<u>Current Status:</u> Design - Winter 00-01
Dixon	East "C" St. Overlay	SOL991037	60 8 68	Const. Const.	STP Local		30-Sep-02			<u>Current Status:</u> Design - Winter 00-01

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Dixon	Lighted Crosswalks - Local Streets	SOL991061	58 8	Const. Const.	CMAQ Local		30-Sep-02			Current Status: Design - Winter 00-01
			66							
Dixon	North Fifth Street/ Nudd Way Overlay	SOL991086	50 7	Const. Const.	STP Local		30-Sep-02			Current Status: Design - Winter 00-01
			57							

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Last Update: ???

Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Your Agency	Describe project and its geographic limits.	TIP ID	List amount of funds, separating by fund source. Include "Local" funds. (Total is indicated at bottom)	List phase to be funded.	Ex: Federal RSTP, CMAQ, TEA; STIP (Indicate if State Only), etc...	Funding Program	List actual deadlines for each funding source.	List projected deadline *set by the agency* for completion of each phase.	For STIP Construction only.	Briefly explain the current status of the project.
Fairfield	Pedestrian/bicycle facility on West Texas St.		95		Solano TEA	TLC/TEA	30-Sep-00			<u>Current Status:</u> Preliminary Engineering
Fairfield	New Park-n-Ride Lot at I-680 and Gold Hill Rd. in Cordelia		1593.5		CMAQ	25% Program	30-Sep-01			<u>Current Status:</u> Will be included in 99-00 FTA Grant Request.
Fairfield	Replace four 1985 buses		973.6		STP	75% Program	30-Sep-01			<u>Current Status:</u> Will be included in 99-00 FTA Grant Request.
Fairfield	Replace 1985 bus.		243.4			75% Program	30-Sep-01			<u>Current Status:</u> Will be included in 99-00 FTA Grant Request.
Fairfield	Replacement Bus for Fairfield/Suisun Transit Route 20.		266							<u>Current Status:</u>
Fairfield	Fairfield Transportation Center Phase II		1328							<u>Current Status:</u>
Fairfield	Rehabilitate, with an overlay, Central Way from Ritchie Road to Pittman Road		203	Const.	RABA		30-Sep-02			<u>Current Status:</u> RABA will be sent to MTC for approval.
Fairfield	Pennsylvania Ave. - improvements	SOL970027	445	Const.	Gas Tax					
			58		STP-G Local	Cycle 3	30-Sep-00			<u>Current Status:</u> Design Completed
			503							

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Fairfield	Lopes Road pavement rehabilitation between I-80 and Gold Hill Road	SOL99SA03	1446	Const.	STIP	STIP Aug.	30-Jun-00		01/13/2001	<u>Current Status:</u> City council bid call 3/21/00
			1446							
Fairfield	Heather Avenue pavement rehabilitation between Dahlia St. and Atlantic Ave.	SOL99SA04	85	Const.	STIP	STIP Aug.	30-Jun-00		01/13/2001	<u>Current Status:</u> City council bid call 3/21/00
			85							
Fairfield	Texas Street pavement rehabilitation between Jefferson Street and Washington.	SOL99SA05	98	Const.	STIP	STIP Aug.	30-Jun-00		01/13/2001	<u>Current Status:</u> City council bid call 3/21/00
			98							
Fairfield	Dover Ave. pavement rehabilitation between E. Travis and Nightingale Dr.	SOL99SA06	324	Const.	STIP	STIP Aug.	30-Jun-00		01/13/2001	<u>Current Status:</u> City council bid call 3/21/00
			324							
Fairfield	Install a second span along the side of the existing Green valley Bridge to facilitate four lanes of travel way and one accel./decel lane in each direction.	SOL990022	1500 100 1220 13980	PSE Env. ROW Const.	Local Local Local Local					<u>Current Status:</u>
			16800							
Fairfield	Interconnect signals along North Texas	SOL990055	354 46	Const. Const.	CMAQ Local	25% Program	30-Sep-01			<u>Current Status:</u> Preliminary Engineering
			400							
Fairfield	Lighted Crosswalks at Waterman	SOL991005	26 4	Const. Const.	CMAQ Local	LowCost Safety	30-Sep-01			<u>Current Status:</u> Preliminary Engineering
			30							
Fairfield	Pennsylvania Ave. pavement rehabilitation between Travis Boulevard and Gateway Blvd.	SOL991021	550 287	Const. Const.	STP Local Gas	75% Program	30-Sep-01			<u>Current Status:</u> Preliminary Engineering
			837							
Fairfield	Air Base Pkwy- Peabody Rd. to Travis AFB, Texas On/Off Ramps and Dover On/Off Ramps.	SOL991038	645 105	Const. Const.	STP Local		30-Sep-02			<u>Current Status:</u>
			750							
Fairfield	North Texas St. - Travis Blvd. To Air Base Parkway.	SOL991039	362 59	Const. Const.	STP Local		30-Sep-02			<u>Current Status:</u>
			421							

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Fairfield	Add a right-turn lane from southbound North Texas Street to westbound Travis Blvd to improve intersection safety.	SOL991057	140	Const.	CMAQ		30-Sep-02			Current Status:
			110							
Fairfield	Bike/Ped Path on West texas Street.	SOL991076	95		TEA-L-T21					Current Status:
			15							
Fairfield	Fairfield Roadway Rehabilitation Program	SOL991087	95	Const.	STP		30-Sep-02			Current Status:
			13							
			108							

Last Update: Dec-2000

Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Your Agency	Describe project and its geographic limits.	TIP ID	List amount of funds, separating by fund source. Include "Local" funds. (Total is indicated at bottom)	List phase to be funded.	Ex: Federal RSTP, CMAQ, TEA, STIP (indicate if State Only), etc...	Funding Program	List actual deadlines for each funding source.	List projected deadline "set by the agency" for completion of each phase.	For STIP Construction only.	Briefly explain the current status of the project.
Rio Vista	Estuary entry landing (rehabilitate boat dock).		75		Solano TEA	TLC/TEA	30-Sep-00			<u>Current Status:</u> Field review requested from Caltrans
Rio Vista	Highway 12 Safety Improvement		120	?	?					<u>Current Status:</u>
Rio Vista	Main St. streetscape improvements		650 2 98 750	Const. PE Const.	CMAQ-FY99TLC STIP00/01 STIP01/02		30-Sep-01 30-Jun-01 30-Jun-02			<u>Current Status:</u> Must complete and adopt DBE program before PE funds may be obligated. Proceeding with a Request for Proposal for design services.
Rio Vista	Main Street Improvements Project/Overlay.	SOL970028	4,427 55,573 13,279 144,591 48,607 266,477	PE Const. PE Const. PE/Const	STP-G STP-G STPFY99RE STPFY99RE Local		30-Sep-00 30-Sep-00 30-Sep-01 30-Sep-01			<u>Current Status:</u> Final PS&E will be completed as soon as the "Streetscape" enhancements project plans are completed.
Rio Vista	Front St. Pavement rehabilitation between Main St. and Logan St.	SOL99SA07	3 35 5 36.5 79.5	PSE Const. PSE Const.	STIP STIP Local Local	STIP Aug. STIP Aug.	30-Jun-00 30-Jun-00	04/27/2001		<u>Current Status:</u> Final PS&E must be prepared in time to allow advertising and award of the onstruction contract by the April 27, 2001 deadline.
Rio Vista	Lighted Crosswalk at Gardner Way	SOL991006	28 4 30	Const. Const.	CMAQ Local	LowCost Safety	30-Sep-01			<u>Current Status:</u> No activity to date; on schedule to meet obligation date.
Rio Vista	Highway 12 and Church Rd. - right turn lane.	SOL991007	35 5 40	Const. Const.	STP Local	LowCost Safety	30-Sep-01			<u>Current Status:</u> No activity to date; on schedule to meet obligation date.
Rio Vista	Highway 12 and Amerada Rd. - right turn lane	SOL991008	35 5 40	Const. Const.	STP Local	LowCost Safety	30-Sep-01			<u>Current Status:</u> No activity to date; on schedule to meet obligation date.

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Rio Vista	Main Street pavement rehabilitation from Highway 12 to east of Front St. (City Hall).	SOL991022	158	Const.	STP	75% Program	30-Sep-01			<u>Current Status:</u> No activity to date; on schedule to meet obligation date.
			21	Const.	Local					
			179							
Rio Vista	Front St. pavement rehabilitation from Logan St. to SR 12	SOL991040	8	PSE	STP		30-Sep-02		05/02/2001	<u>Current Status:</u> Must complete and adopt a DBE program before PE funds may be obligated; must change classification of Front St. from Local Road to Rural Major Collector (for Fed funding).
			75	Const.	STP		30-Sep-02			
			1	PSE	TEA 4/8					
			12	Const.	TEA 4/8					
			35	Const.	STIP					
			131							
			40							
Rio Vista	Drouin Drive Overlay	SOL991088	40	Const.	STP-FY00RAB		30-Sep-03			<u>Current Status:</u> The city must compete and adopt a DBE program before PE funds may be obligated.
			40							
Rio Vista	Rio Vista Main Street Streetscape Improvements	SOL991091	1000	E&P	STIP		30-Jun-01			<u>Current Status:</u> STIP will be allocated in time for deadline.
			1000	PS&E	STIP		30-Jun-01			
			100	PS&E	Other Local					
			85	Const.	Other Local					
			650	Const.	TLC					
			2835							
Rio Vista	Riverfront Gateway	SOL991095	15	PE	Solano TEA		30-Sep-01			<u>Current Status:</u> The city must compete and adopt a DBE program before PE funds may be obligated.
			60	Const.	Solano TEA		30-Sep-01			
			2	PE	TDA 3					
			8	Const.	TDA 3					
			85							

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Last Update: Jan-2001

Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation/ Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Your Agency	Describe project and its geographic limits.	TIP ID	List amount of funds, separating by fund source. Include "Local" funds. (Total is indicated at bottom)	List phase to be funded.	Ex: Federal RSTP, CMAQ, TEA, STIP (indicate if State Only), etc...	Funding Program	List actual deadlines for each funding source.	List projected deadline *set by the agency* for completion of each phase.	For STIP Construction only.	Briefly explain the current status of the project.
Solano County	Replace bridge on Pleasants Valley Road at Pleasants Creek (Bridge No.23C-95).		40		TDA Article 3	TDA Art. 3	30-Jun-00		a	<u>Current Status:</u> Construction complete.
Solano County	Overlay portions of Suisun Valley Road and Midway Road.		203 27 230	Const. Const.	RABA Gas Tax		30-Sep-02			<u>Current Status:</u> RABA will be sent to MTC for approval.
Solano County	Byrnes Road reconstruction from north of Hawkins Rd to approximately 2.0 miles north of Hawkins Road	SOL99SA27	20 70 500 590	Env. Design Const.	RTIP RTIP RTIP	STIP Aug. STIP Aug. STIP Aug.	30-Jun-00 30-Jun-00 30-Jun-01	02-Dec-99 02-Dec-99 28-Feb-01	a a	<u>Current Status:</u> Preliminary engineering in progress (design). Construction funding was requested on 12/29/00.
Solano County	Improve Pleasants Valley Road to 32-ft. of paved width, consisting of 12-ft traffic lanes and 4-ft paved shoulders from Cherry Glen Rd to about 0.5 miles north of Foothill Rd.	SOL991051	917 88 46 9 6 119 1165	PSE ROW Const. PSE ROW Const.	STP STP STP Local Local Local		30-Sep-02 30-Sep-02 30-Sep-02	03-Nov-00 30-Jun-01 30-Apr-02	a	<u>Current Status:</u> Environmental clearance in progress.
Solano County	Vallejo Area Curb Ramp and Sidewalk Rehabilitation	SOL991060	40 6 46	Const. Const.	STP Local		30-Sep-02	30-Apr-01		<u>Current Status:</u> Preliminary engineering in progress (design).
Solano County	Dixon to Davis bike route (Phase 4) - Runge Road, Tremont, and Old Davis Road	SOL991065	59 60 1168 8 8 152 1455	PSE ROW Const. PSE ROW Const.	CMAQ CMAQ CMAQ Local Local Local		30-Sep-02 30-Sep-02 30-Sep-02	03-Nov-00 30-May-01 30-Mar-02	a	<u>Current Status:</u> Environmental clearance in progress.
Solano County	Abernathy Road - Linear Park Bike Path connection	SOL991070	15 22 63 2 3 9 114	PSE ROW Const. Const. PSE ROW	CMAQ CMAQ CMAQ Local Local Local		30-Sep-02 30-Sep-02 30-Sep-02	07-Nov-00 30-May-01 30-Mar-02	a	<u>Current Status:</u> Environmental clearance in progress.
Solano County	Benicia Rd. rehabilitation from Home Acres Ave. to the Vallejo city limits at the Carquinez	SOL991075	305 100 405	Const. Const.	STP Local	75% Program	30-Sep-01	30-Mar-01		<u>Current Status:</u> Preliminary engineering in progress (design).

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Solano County	Pleasants Valley Road Rehabilitation - Cherry Glen Road to north of Foothill Rd.	SOL991085	100	Const.	STP		30-Sep-03	30-Apr-02		Current Status: Environmental clearance in progress.
			13	Const.						
			113							

* "a" for award

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Last Update: January-2001

Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	Actual Obligation/ Allocation/ Deadlines	Projected Deadline for Phase	Actual Award Deadline	Status
Your Agency	Describe project and its geographic limits.	TIP ID	List amount of funds, separating by fund source. Include "Local" funds. (Total is indicated at	List phase to be funded.	Ex: Federal RSTP, CMAQ, TEA; STIP (indicate if State Only), etc...	Funding Program	List actual deadlines for each funding source.	List projected deadline *set by the agency* for completion of each phase.	For STIP Construction only.	Briefly explain the current status of the project.
Vacaville	EV Charging Stations		10	Const	YSAQMD	YSAQMD	30-Jun-00			Current Status: Approved
Vacaville	Solano BART Express		97		YSAQMD	YSAQMD	30-Jun-00			Current Status: Service in operation
Vacaville	Jepson Parkway (3 bridges)		1451		STP-D	Cycle 3	30-Sep-01			Current Status: Design 65% complete.
Vacaville	A/C overlay of Nut Tree Road from Marshall Road to Alamo Drive.		203 27	Const Const	RABA Local		30-Sep-02			Current Status: RABA will be sent to MTC for approval.
Vacaville	Leisure Town Road (Sections A and B)	SOL970051	267 35		STP-G Other Local	Cycle 3	30-Sep-01			Current Status: Caltrans Field Review Approved
Vacaville	Elmira Road overlay: - from Peabody Rd. to approximately 700 ft. west of Allison Dr. (Section A) - from east of Nut Tree Rd. to Leisure Town Rd. (Section B)	SOL99SA12	568 272 840	Const Const	RTIP Other Local	STIP Aug.	30-Jun-00	Jan-01 (actal 3/24/01)		Current Status: Award (13 Feb 01)
Vacaville	Kendal Street reconstruction from Cernon St. to Dobbins St.	SOL99SA13	366 182 548	Const Const	RTIP Other Local	STIP Aug.	30-Jun-01			Current Status: PE in Progress
Vacaville	Parker Street reconstruction from Main St. to E. Monte Vista Ave.	SOL99SA14	317 156 473	Const Const	RTIP Other Local	STIP Aug.	30-Jun-01			Current Status: PE in Progress

Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	"Actual" Award" Deadline	Status
Vacaville	Midway Road rehabilitation from meridian Rd. to I-80	SOL99SA15	120	Const	RTIP	STIP Aug.	30-Jun-01			Current Status: PE in Progress
			60	Const	Other Local					
			180							
Vacaville	Aldridge Rd. rehabilitation from Rice Lane to Putah South Canal	SOL99SA16	86	Const	RTIP	STIP Aug.	30-Jun-01			Current Status: PE in Progress
			42	Const	Other Local					
			128							
Vacaville	Meridian Road rehabilitation from Midway Rd. to approx. 2600 ft. south of Midway Road/ Vacaville city limits	SOL99SA17	84	Const	RTIP	STIP Aug.	30-Jun-01			Current Status: PE in Progress
			42	Const	Other Local					
			126							
Vacaville	Marshall Road overlay from Nut Tree Rd. to Leisure Town Rd.	SOL99SA18	272	Const	RTIP	STIP Aug.	30-Jun-00	Jan-01 (actual 3/24/01)		Current Status: Award (13 Feb 01)
			134	Const	Other Local					
			406							
Vacaville	Leisure Town Road rehabilitation from Kingswood Ave. to Alamo Dr.	SOL99SA19	134	Const	RTIP	STIP Aug.	30-Jun-00	Jan-01 (actual 3/24/01)		Current Status: Award (13 Feb 01)
			68	Const	Other Local					
			202							
Vacaville	Alamo Creek Bikeway from Southside Bikeway to Alamo Drive	SOL990044	300		CMAQ	Eastern CMAQ	30-Sep-01 Jun-01			Current Status: Preliminary engineering in progress
			50		YSAQMD	YSAQMD				
			350							
Vacaville	Bicycle Lockers / Racks - various locations	SOL990045	20		CMAQ	Eastern CMAQ	30-Sep-01			Current Status: Caltrans Field Review
			20		Other Local					
			40							
Vacaville	Electric Vehicles and Infrastructure	SOL990046	300		CMAQ Match	Eastern CMAQ	30-Sep-01	Dec-99 12/19/2000		Current Status: Approved
			15	Const	STIP					
			315							
Vacaville	Elmira Road: Pedestrian/Bike Path	SOL990047	80		CMAQ Match	Eastern CMAQ	30-Sep-01	12-Sep-00 06/28/2001		Current Status: Construction Complete
			20		Other Local					
			8		STIP					
			108							

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Vacaville	Leisure Town Road Park-and Ride Lot	SOL990048	50		YSAQMD CMAQ	YSAQMD Eastern CMAQ	30-Jun-00 30-Sep-01			<u>Current Status:</u> Preliminary engineering in progress
			250							
			300							
Vacaville	Extension of Class 1 Southside Bikeway from Marshall Road to Vacaville Regional Transportation Center	SOL990049	75		TDA Article 3 CMAQ	TDA Art 3 Eastern CMAQ	30-Jun-01			<u>Current Status:</u> Project completed
			150							
			225							
Vacaville	Lighted crosswalk, Eubanks Drive	SOL991012	26	Const Const	CMAQ Other Local	Low Cost Safety	30-Sep-01			<u>Current Status:</u> Project completed
			4							
			30							
Vacaville	I-80 Reliever Route at Elmira and Leisure Town Road - new traffic signal	SOL991013	133	Const Const	STP Other Local	Low Cost Safety	30-Sep-01			<u>Current Status:</u> Project going out to bid.
			17							
			150							
Vacaville	Cross walk signage	SOL991014	8	Const Const	CMAQ Other Local	Low Cost Safety	30-Sep-01			<u>Current Status:</u> Under Construction.
			2							
			10							
Vacaville	Peabody Rd. rehabilitation from Elmira Rd. to Beelard Dr.	SOL991024	474	Const Const	STP Other Local	75% Program	30-Sep-01			<u>Current Status:</u> Award (13 Feb 01)
			62							
			536							
Vacaville	Davis St. Resurfacing - from I-80 to Alamo Drive	SOL991044	141	Const Const	STP Other Local	STP	30-Sep-02			<u>Current Status:</u> None
			24							
			165							
Vacaville	Beelard Dr. Resurfacing (Marshall Road to Isabella Drive)	SOL991045	39	Const Const	STP Other Local	STP	Sep-02			<u>Current Status:</u> None
			7							
			46							
Vacaville	East Monte Vista Ave. Resurfacing (Nut Tree Road to Horse Creek)	SOL991046	79	Const Const	STP Other Local	STP	30-Sep-02			<u>Current Status:</u> None
			13							
			92							

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Vacaville	Bella Vista Park & Ride Lot: 150-space lot just off the I-80 eastbound exit at Davis St.	SOL991062	1469	Const	CMAQ	Eastern CMAQ	30-Sep-02			Current Status: PE in Progress
			172	Const	STIP	STIP	30-Jun-02			
			859		Other Local					
			2500							
Vacaville	Expand Electric Vehicle Program w/ additional charging stations, additional e-vehicles for City fleet, and provide 50 additional residents.	SOL991063	600	Const	CMAQ	Eastern CMAQ	30-Sep-02			Current Status: Field Review
			150	Const	Other Local					
			750							
			750							
Vacaville	Purchases of CNG vehicles	SOL991064	300	Const	CMAQ	Eastern CMAQ	30-Sep-02			Current Status: Field Review
			40	Const	Other Local					
			340							
			340							
Vacaville	Alamo Creek Bike Path: Alamo Drive to Marshall Road	SOL991078	95		Solano TEA	TLC/TEA	30-Sep-02			Current Status: PE in Progress
			350		CMAQ	Eastern CMAQ				
			445							
			445							

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Your Agency	Describe project and its geographic limits.	TIP ID	List amount of funds, separating by fund source. Include "Local" funds. (Total is indicated at bottom)	List phase to be funded.	Ex: Federal RSTP, CMAQ, TEA; STIP (indicate if State Only), etc...	Funding Program	List actual deadlines for each funding source.	List projected deadline "set by the agency" for completion of each phase.	For STIP Construction only.	Briefly explain the current status of the project.
Vallejo	I-80 Class 1 Bike Route from Columbus Parkway to Hiddenbrooke Parkway	None	107	Const.	TDA Article 3	TDA Art. 3	30-Jun-00	30-Sep-01		<u>Current Status:</u> Construction on hold until March-April due to wet weather.
			107							
Vallejo	I-80 Class 1 Bike Route from Columbus Parkway to Hiddenbrooke Parkway	None	120	Const.	Solano TEA	TLC/TEA	30-Sep-00	30-Sep-01		<u>Current Status:</u> Construction on hold until March-April due to wet weather.
			120							
Vallejo	Oakwood overlay: Teakwood to Springs	SOL991090	95 13	Const. Const.	TEA-21 Local		20-Sep-02	30-Dec-01		<u>Current Status:</u> E-76 requested and design to be completed this spring, with summer 2001 construction target.
			108							
Vallejo	Street Overlay: Tennessee Street - Monterey St. to Halliday St.	not yet assigned	243 25 7	Const. Design Const.	RABA Local Local		TBD	30-Dec-01		<u>Current Status:</u> RABA will be sent to MTC for approval.
			275							
Vallejo	I-80 EB on/off Ramp Improvements: Redwood & Admiral Callaghan	SOL991059	7 63 51	PSE Const. Const.	CMAQ CMAQ Local		30-Sep-02 30-Sep-02 30-Sep-02			<u>Current Status:</u> In planning/schedule phase.
			121							
Vallejo	Mare Island Way (3) - improvements	SOL970076	120 16		STP-G Local		30-Sep-00	30-Jun-01		<u>Current Status:</u> Construction underway.
			136							
Vallejo	Tuolumne St. overlay from Redwood St. to Broadway	SOL99SA22	99 758	PSE Const.	STIP STIP	STIP Aug. STIP Aug.	30-Jun-01 30-Jun-01	30-Dec-01		<u>Current Status:</u> E-76 requested and design to be completed this spring, with summer 2001 construction target.
			857							
Vallejo	Mare Island Way overlay from Maine St. to Florida St.	SOL99SA25	34 262	PSE Const.	STIP STIP	STIP Aug. STIP Aug.	30-Jun-01 30-Jun-01	30-Dec-01		<u>Current Status:</u> E-76 requested and design to be completed this spring, with summer 2001 construction target.
			296							

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation/ Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Vallejo	Redwood St. overlay from Sonoma Blvd. To Sacramento St.	SOL99SA26	24	PSE	STIP	STIP Aug.				<u>Current Status:</u> Construction underway.
			188	Const.	STIP	STIP Aug.				
Vallejo	Rolingwood Drive - Georgia St. to Tennessee - overlay	SOL991048	212				30-Sep-02 30-Sep-02 30-Sep-02	30-Dec-01		<u>Current Status:</u> E-76 requested and design to be completed this spring, with summer 2001 construction target.
			22	PSE	STP					
			23	OPS	STP					
			153	Const.	STP					
			3	PSE	Local					
			3	OPS	Local					
Vallejo	Street overlay: Solano Ave. overlay between Georgia St. and Mariposa St.	SOL991049	20	Const.	Local		30-Sep-02 30-Sep-02 30-Sep-02	30-Dec-01		<u>Current Status:</u> E-76 requested and design to be completed this spring, with summer 2001 construction target.
			42	PSE	STP					
			42	OPS	STP					
			284	Const.	STP					
			5	PSE	Local					
			6	OPS	Local					
Vallejo	Street overlay: Santa Clara St. between Carolina St. and Maine St.	SOL991050	37	Const.	Local		30-Sep-02 30-Sep-02 30-Sep-02	30-Dec-01		<u>Current Status:</u> E-76 requested and design to be completed this spring, with summer 2001 construction target.
			416							
			13	PSE	STP					
			13	OPS	STP					
			92	Const.	STP					
			2	PSE	Local					
Vallejo	Left turn improvement: Sonoma Blvd. (SR 29) and Georgia St.	SOL990053	2	OPS	Local	25% Program	30-Sep-01	30-Dec-01		<u>Current Status:</u> E-76 requested and design to be completed this spring, with summer 2001 construction target.
			3		Local					
			134							
			25							
Vallejo	Lighted crosswalk at Sereno	SOL991015	26	Const.	CMAQ	Low Cost Safety	30-Sep-01			<u>Current Status:</u> In planning/schedule phase.
			4	Const.	Local					
			30							
Vallejo	New traffic signal at Sonoma and Carolina	SOL991016	84	Const.	CMAQ	Low Cost Safety	30-Sep-01			<u>Current Status:</u> In planning/schedule phase.
			93	Const.	Local					
			177							
Vallejo	Fairgrounds Drive overlay from Gateway to Vallejo city limits	SOL991025	424	Const.	STP	75% Program	30-Sep-01	30-Dec-01		<u>Current Status:</u> E-76 requested and design to be completed this spring, with summer 2001 construction target.
			55	Const.	Local					
			479							
Vallejo	Overlay Broadway - Marine World Parkway (Hwy 37) to Mini Drive	SOL991047	300		STP		30-Sep-02 30-Sep-02	30-Dec-01		<u>Current Status:</u> E-76 requested and design to be completed this spring, with summer 2001 construction target.
			39		STP					
			40		Local					
			5		Local					
			384							

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Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
Vallejo	Tennessee St. overlay - Butte St. to Monterey	SOL99SA21	59	Const.	STIP		30-Jun-00			Current Status: Under Construction
			59							
Vallejo	Tennessee St. overlay - Marin to Highway 29 (Sonoma)	SOL970138	68 9	Const.	STP Local		30-Sep-00			Current Status: Under Construction
			77							
Vallejo	Tennessee St. overlay - Wilson to Marin	SOL970139	99 13	Const. Const.	STP Local		30-Sep-00			Current Status: Under Construction
			112							
Vallejo	Tennessee St. overlay - Hwy.29 (Sonoma) to Monterey	SOL970082	116 15	Const. Const.	STP Local		30-Sep-00			Current Status: Under Construction
			131							
Vallejo	Curtola St. overlay - Maine St. to Lemon	SOL99SA20	839	Const.	STIP		30-Jun-00			Current Status: Under Construction
			839							
Vallejo	Curtola St. overlay - Maine St. to Lemon	SOL970066	54 7	Const. Const.	STP Local		30-Sep-00			Current Status: Under Construction
			61							
Vallejo	Maine St. overlay - Santa Clara to Marin	SOL99SA23	98	Const.	STIP		30-Jun-00			Current Status: Under Construction
			98							
Vallejo	Georgia St. overlay - Hwy. 29 (Sonoma) to Amador	SOL99SA24	345	Const.	STIP		30-Jun-00			Current Status: Under Construction
			345							
Vallejo	Lemon St. overlay - Maine St. to Florida	SOL970076	120 16	Const. Const.	STP Local		30-Sep-00			Current Status: Under Construction
			136							

ENG TOTAL GRANTS 3895
ENG TOTAL LOCAL 443
ENG GRAND TOTAL 4338

sum of sums

4297 sum of just totals

Sponsor	Project Name and Description	TIP ID	Programmed Funds (\$1000s)	Phase of Programmed Funding	Type of Funds	Funding Program	"Actual" Obligation/ Allocation/ Deadlines	"Projected" Deadline for Phase	Actual "Award" Deadline	Status
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Vallejo	Police Bikes	None	9		Solano TFCA	BAAQMD TFCA	01-Oct-01	complete awaiting reimb. from grant agency		<u>Current Status:</u> Purchased bikes on OK from STA, & will now submit paperwork for reimbursement.
			9							

Transportation Program

Vallejo	Replace 3 service vehicles - 1990 truck, 1985 Dodge and 1981 Ford car. Vehicles are needed to respond to road calls.	SOL991053	44 6	Const. Const.	STP		30-Sep-02			<u>Current Status:</u>
			50							
Vallejo	Operating funds for two years. Will provide connection to Mare Island from Vallejo Transit Intercity Routes, BART, and Ferry service and other Solano Co. operators that serve the I-80.	SOL991054	140 18	Const. Const.	CMAQ Local		30-Sep-02			<u>Current Status:</u>
			158							
Vallejo	Bus Maintenance Facility Rehabilitation - Phase II.	SOL991055	453 50 59 7		STP STP Local Local					<u>Current Status:</u>
			569							
Vallejo	Ferry maintenance facility rehab (fueling tanks).	SOL991028	177 23	Const. Const.	CMAQ P116	75% Program	30-Sep-01			<u>Current Status:</u> Transfer to FTA 00-01
			200							
Vallejo	3 Buses, rehabilitation	SOL970004	317 41	Const. Const.	STP-G Other Local	Cycle 3	30-Sep-00			<u>Current Status:</u> Grant approval at FTA
			358							
Vallejo	Purchase 4 buses for service on I-80	SOL990025	1196 299		FTA UZA Cap Local	TEA21 demo	30-Sep-00			<u>Current Status:</u> Grant approval at FTA
			1495							
Vallejo	Purchase 3 buses for service on I-80		992.5				30-Sep-01			<u>Current Status:</u> Pending FTA approval.
			992.5							
Vallejo	Rehabilitate 5 buses	SOL991029	531 69	Const. Const.	STP-FY99RE Local	BAAQMD TFCA	30-Sep-01			<u>Current Status:</u> Design to beign June-July 2000
			600							

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<i>Sponsor</i>	<i>Project Name and Description</i>	<i>TIP ID</i>	<i>Programmed Funds (\$1000s)</i>	<i>Phase of Programmed Funding</i>	<i>Type of Funds</i>	<i>Funding Program</i>	<i>"Actual" Obligation/ Allocation Deadlines</i>	<i>"Projected" Deadline for Phase</i>	<i>Actual "Award" Deadline</i>	<i>Status</i>
Vallejo	Rehabilitate bus maintenance facility	SOL991030	221	Const.	STP	75% Program	30-Sep-01			<u>Current Status:</u> Design to beign June-July 2000
			29	Const.	Local					
			250							
Vallejo	Rehabilitation of ferry maintenance facility (maintenance dock)	SOL991032	179	Const.	STP	75% Program	30-Sep-01			<u>Current Status:</u> Transfer to FTA 00-01
			71	Const.	P116					
			500	Const.	STIP					
			750							



DATE: February 6, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Status of Carquinez and Benicia-Martinez Bridge Projects

Discussion:

On January 18, 2001, STA and Contra Costa Transportation Authority representatives were informed of the construction status of both the Carquinez and Benicia-Martinez Bridge projects.

The Caltrans Bridge Design Team stated that the seismic retrofit portion of the Carquinez Bridge project (eastern span) is 85% complete with a scheduled completion date of August 2001. The new Carquinez Bridge project (western bridge), however, will likely slip by six months due to construction difficulties associated with serious soil conditions associated with the southern tower pilings. Special drilling equipment from Germany has been ordered and the projected open-to-traffic date has been moved from early 2003 to September 2003.

Regarding the Benicia-Martinez Bridge, the Caltrans Bridge Design Team reported that BCDC permit, railing height, right of way certification, and USF&W issues have all recently been worked out. The new span is expected to be open to traffic during the second calendar quarter of 2004.

Recommendation

Informational



DATE: February 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: YSAQMD Subcommittee Meeting to Review
And Comment on 2001-02 Clean Air Fund Applications

Background:

Similar to the 2000-01 funding cycle, YSAQMD has requested that a screening subcommittee, consisting of STA Board members, review all Clean Air Fund applications and recommend projects and funding amounts for next year. At the last STA Board meeting, Rischa Slade and Dan Donahue were appointed to this subcommittee. In addition, other YSAQMD Board members from Solano County jurisdictions will be invited to attend the screening subcommittee and participate in recommending projects.

Discussion:

All draft applications for the 2001-02 YSAQMD Clean Air Fund Program cycle are due to the STA by February 9. The final submittal deadline to the YSAQMD for next year is February 23, 2001. A subcommittee meeting has been set for Thursday, February 15 at 2:00 p.m. in the STA Conference Room to review all applications received. Recommendations from this screening committee will be submitted to the Yolo-Solano Air District in time for review by the full YSAQMD Clean Air Fund Review Committee.

Recommendation:

Informational



DATE: February 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Applications and Call for Projects for 2001-02
Solano TFCA Program

Background:

The STA is the Program Manager for the Solano Transportation Fund for Clean Air (TFCA) Program. Funds are provided to the STA on an annual basis from the Bay Area Air Quality Management District. Projects are reviewed and approved by both the STA Board and the BAAQMD Board, subject to program guidelines adopted each year by the Air District. Previously approved projects include ridesharing activities, bike routes, certain high ridership shuttle bus services, electric bikes and charging facilities and alternative fuel infrastructure. Eligible applicants include the cities of Benicia, Fairfield, Suisun City, Vallejo, County of Solano (for south county-based projects), public schools and universities.

Discussion:

The STA is issuing a Call for Projects for the 2001-02 Transportation Fund for Clean Air (TFCA) Program with a deadline of March 16, 2001. The STA expects to receive about \$315,000 next year plus any reprogrammed funds from past years. The program has remained generally the same as in prior years with the exception of a stricter "Funding Effectiveness" maximum of \$50,000 per ton for TFCA \$'s for next year as specified by the BAAQMD (reduced from \$60,000 in 1999-00). This new standard has required more non-TFCA matching money, and increased ridership or lesser emissions from a project to qualify.

One new eligible category introduced last year includes proposals for physical improvements that support "Smart Growth" projects that are identified in an area-specific plan, redevelopment plan, general plan or other similar plan, achieve motor vehicle emission reductions and implement a transportation control measure.

Applications are available from the STA upon request.

Recommendation:

Informational



DATE: February 6, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Status of STIP-Funded Projects with June 30, 2001
Allocation Date

Background:

Recently, STA staff received a spreadsheet from MTC listing Solano County STIP projects requiring allocation by June 30, 2001. During the past two weeks, STA staff contacted member agencies for the status of projects that are currently unallocated. A copy of the MTC STIP listing with the results of this survey is attached. It appears that all Solano County projects are on target for this allocation date.

Recommendation:

Informational

Attachment

**METROPOLITAN TRANSPORTATION COMMISSION
- STATE TRANSPORTATION IMPROVEMENT PROGRAM-
FY 2000-01 Programmed Funds Requiring Allocation by June 30, 2001
SB45 Allocation Timely Use of Funds Report**

DIST	CO	RTE	FPHQ	TIP ID	ELEM	RESPONSIBLE AGENCY / PROJECT TITLE	STIP TUF FUNDING TOTALS	STIP Funds Requiring Allocation by June 30, 2001					FY 00/01 ALLOCATION STATUS
								as of: December 15, 2000	E&P	PS&E	RAW	CON	
DOC	EA	FED PROJ NO.											
County: <u>SOLANO</u>													
04	SOL	37	5201	SOL970106	CTCO	Caltrans	FY 00/01 Prog:				21,993,000	21,993,000	<i>going for June CTC vote.</i>
SOLANO Napa River to Route 29 - New Freeway							Allocated:						
96	STIP	0T1411					Allocation Date:						
						GF RIP \$21,993,000	Remaining Balance:				21,993,000	21,993,000	
04	SOL	2227	SOL99SA01	LA	City of Benicia	City of Benicia	FY 00/01 Prog:				490,000	490,000	<i>The design is 85% complete; will be completed in time for alloc. deadline.</i>
SOLANO RPL-5003(009) Park Road Overlay							Allocated:						
99	STIP	0U5901					Allocation Date:						
						RTIP \$570,000	Remaining Balance:				490,000	490,000	
04	SOL	2262	SOL991091	LA	City of Rio Vista	City of Rio Vista	FY 00/01 Prog:	1,000	1,000			2,000	<i>on schedule? will be complete on time</i>
SOLANO Rio Vista Main Street Streetscape Improvements							Allocated:						
00	STIP						Allocation Date:						
						RTIP \$100,000	Remaining Balance:	1,000	1,000			2,000	
04	SOL	2239	SOL99SA13	LA	City of Vacaville	City of Vacaville	FY 00/01 Prog:				366,000	366,000	<i>Plan to allocate funding for all 5 projects in May 2001.</i>
SOLANO Kendal Street Rehabilitation							Allocated:						
99	STIP						Allocation Date:						
						RTIP \$366,000	Remaining Balance:				366,000	366,000	
04	SOL	2240	SOL99SA14	LA	City of Vacaville	City of Vacaville	FY 00/01 Prog:				317,000	317,000	<i>Plan to allocate funding for all 5 projects in May 2001.</i>
SOLANO Parker Street Rehabilitation							Allocated:						
99	STIP						Allocation Date:						
						RTIP \$317,000	Remaining Balance:				317,000	317,000	
04	SOL	2241	SOL99SA15	LA	City of Vacaville	City of Vacaville	FY 00/01 Prog:				120,000	120,000	<i>Plan to allocate funding for all 5 projects in May 2001.</i>
SOLANO Midway Road Rehabilitation							Allocated:						
99	STIP						Allocation Date:						
						RTIP \$120,000	Remaining Balance:				120,000	120,000	
04	SOL	2242	SOL99SA16	LA	City of Vacaville	City of Vacaville	FY 00/01 Prog:				86,000	86,000	<i>Plan to allocate funding for all 5 projects in May 2001.</i>
SOLANO Aldrige Road Rehabilitation							Allocated:						
99	STIP						Allocation Date:						
						RTIP \$86,000	Remaining Balance:				86,000	86,000	
04	SOL	2243	SOL99SA17	LA	City of Vacaville	City of Vacaville	FY 00/01 Prog:				84,000	84,000	<i>Plan to allocate funding for all 5 projects in May 2001.</i>
SOLANO Meridian Road Rehabilitation							Allocated:						
99	STIP						Allocation Date:						
						RTIP \$84,000	Remaining Balance:				84,000	84,000	
04	SOL	2248	SOL99SA22	LA	City of Vallejo	City of Vallejo	FY 00/01 Prog:		99,000		758,000	857,000	<i>on schedule; will be allocated by deadline</i>
SOLANO Tuolumne Street Overlay							Allocated:						
99	STIP						Allocation Date:						
						RTIP \$857,000	Remaining Balance:		99,000		758,000	857,000	
04	SOL	2251	SOL99SA25	LA	City of Vallejo	City of Vallejo	FY 00/01 Prog:		34,000		262,000	296,000	<i>on schedule; will be allocated by deadline</i>
SOLANO Mare Island Way Overlay							Allocated:						
99	STIP						Allocation Date:						
						RTIP \$296,000	Remaining Balance:		34,000		262,000	296,000	

NOTE: This report lists STIP funds programmed in FY 2000-01 which require allocation by June 30, 2001. The report excludes funds not subject to the FY 2000-01 - June 30, 2001 allocation Timely Use of Funds Deadline (such as Caltrans RAW and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 2000-01 are noted as "Voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.

**METROPOLITAN TRANSPORTATION COMMISSION
- STATE TRANSPORTATION IMPROVEMENT PROGRAM -
FY 2000-01 Programmed Funds Requiring Allocation by June 30, 2001
SB45 Allocation Timely Use of Funds Report**

DIST	CO	RTE	PPNO	TIP ID	ELEM	RESPONSIBLE AGENCY / PROJECT TITLE	as of: December 15, 2000	STIP Funds Requiring Allocation by June 30, 2001				FY 00/01 ALLOCATION STATUS	
								E&P	PS&E	R/W	CON		TOTAL
DOC	EA	FED PROJ NO.	STIP TUF FUNDING TOTALS										
County: SOLANO													
04	SOL	2260	SOL950035	MT	City of Vallejo	FY 00/01 Prog:		2,500,000				2,500,000	} requested time ext. from MTC last year.
SOLANO						Allocated:							
00 STIP						Vallejo Ferry Terminal Intermodal Facility (Design)	Allocation Date:						
							RTIP \$2,500,000	Remaining Balance:	2,500,000			2,500,000	
04	SOL	2261	SOL991032	MT	City of Vallejo	FY 00/01 Prog:		500,000				500,000	
SOLANO						Allocated:							
00 STIP						New Vallejo Baylink Ferry Maintenance Facility	Allocation Date:						
							RTIP \$500,000	Remaining Balance:	500,000			500,000	
04	SOL	2253	SOL99SA27	LA	County of Solano	FY 00/01 Prog:				500,000		500,000	} on schedule; will be alloc. on time
SOLANO						Allocated:							
99 STIP						Byrnes Road Reconstruction	Allocation Date:						
							RTIP \$570,000	Remaining Balance:		500,000		500,000	
04	SOL	2263	SOL010002	LA	Solano County Transportation Authority	FY 00/01 Prog:					121,000	121,000	} allocate Feb. 2001
SOLANO						Allocated:							
00 STIP						Solano County - Planning, Programming and Monitoring	Allocation Date:						
							RTIP \$121,000	Remaining Balance:			121,000	121,000	
04	SOL	5301	SOL990004	LA	Solano Transportation Authority	FY 00/01 Prog:		250,000	100,000	1,750,000		2,100,000	} environmental clearance pending.
SOLANO						Allocated:							
98 STIP						Solano I-80 Reliever Route	Allocation Date:						
							RTIP \$13,791,000	Remaining Balance:	250,000	100,000	1,750,000	2,100,000	
04	SOL	37	5201Y	SOL991102	CTCO Caltrans	FY 00/01 Prog:				3,600,000		3,600,000	} ALLOCATED
SOLANO						Allocated:				3,600,000		3,600,000	
96 STIP						Napa River to Route 29 New Freeway - Environmental Mitigation	Allocation Date:			08/23/00			
							GF RIP \$3,600,000	Remaining Balance:				ALLOCATED	
04	SOL	2252	SOL99SA26	LA	City of Vallejo	FY 00/01 Prog:		24,000		188,000		212,000	} ALLOCATED
SOLANO						Allocated:		24,000		188,000		212,000	
99 STIP						Redwood Street Overlay	Allocation Date:	03/01/00		05/01/00			
							RTIP \$212,000	Remaining Balance:				ALLOCATED	
04	SOL	2152	MTC990005	LA	Metropolitan Transportation Commission	FY 00/01 Prog:				26,000		26,000	} ALLOCATED
SOLANO						Allocated:				26,000		26,000	
98 STIP						Planning, Programming and Monitoring - MTC	Allocation Date:			08/15/00			
							RTIP \$155,000	Remaining Balance:				ALLOCATED	
04	SOL	2154	MTC990003	LA	Metropolitan Transportation Commission	FY 00/01 Prog:				141,000		141,000	} ALLOCATED
SOLANO						Allocated:				141,000		141,000	
98 STIP						Regional Rideshare Program	Allocation Date:			07/06/00			
							RTIP \$853,000	Remaining Balance:				ALLOCATED	
04	SOL	2153	MTC990002	MT	Metropolitan Transportation Commission	FY 00/01 Prog:				342,000		342,000	} ALLOCATED
SOLANO						Allocated:				342,000		342,000	
98 STIP						Translink Automated Fare Collection System	Allocation Date:			07/15/99			
							RTIP \$342,000	Remaining Balance:				ALLOCATED	

NOTE: This report lists STIP funds programmed in FY 2000-01 which require allocation by June 30, 2001. The report excludes funds not subject to the FY 2000-01 - June 30, 2001 allocation Timely Use of Funds Deadline (such as Caltrans R/W and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 2000-01 are noted as "Voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.

METROPOLITAN TRANSPORTATION COMMISSION
- STATE TRANSPORTATION IMPROVEMENT PROGRAM-
FY 2000-01 Programmed Funds Requiring Allocation by June 30, 2001
SB45 Allocation Timely Use of Funds Report

DIST	CO	RTI	FPNO	TIP ID	ELEM	RESPONSIBLE AGENCY / PROJECT TITLE	as of: December 15, 2000	STIP Funds Requiring Allocation by June 30, 2001				FY 00/01 ALLOCATION STATUS
								E&P	PS&E	R/W	CON	
DOC	EA	FED PROJ NO.	STIP TUF FUNDING TOTALS									
County: SOLANO												
Solano County Totals		Projects: 20	FY 00/01 Prog:		1,000	3,408,000	100,000	31,144,000	34,653,000			
			Allocated:			24,000		4,297,000	4,321,000			
			Vote Savings (Increase):									
			Remaining Balance:		1,000	3,384,000	100,000	26,847,000	30,332,000			

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NOTE: This report lists STIP funds programmed in FY 2000-01 which require allocation by June 30, 2001. The report excludes funds not subject to the FY 2000-01 - June 30, 2001 allocation Timely Use of Funds Deadline (such as Calltrans R/W and Support). The report also excludes funds programmed in other Fiscal Years. Projects which have received allocations for all funds programmed in FY 2000-01 are noted as "Voted". All STIP funds are not necessarily included in this report. Refer to the STIP for a complete listing of total STIP programming for these projects.



DATE: February 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Highway 12 MIS Status Report

Background:

In June 2000, the STA commenced the Highway 12 Major Investment Study. A Subcommittee was formed and has met four times. This study is scheduled to be completed by July 2001. It will examine the existing and projected traffic conditions on Highway 12 from the Sacramento River in Rio Vista to I-80. It will also consider various alternatives to address the 20-year transportation needs for the corridor.

Discussion:

On January 12, 2001, the Subcommittee reviewed and approved the following documents:

- Existing Conditions Report
- Draft Evaluation Methodology
- Potential Alternatives

In addition, the Subcommittee set the following two public input events to hear public comments on the study:

- Rio Vista City Hall, March 28, 2001, 7:00 p.m.
- Suisun City Hall, April 25, 7:00 p.m.

The next phases of the study will be to complete an operational analysis of existing traffic conditions, financial and planning elements, engineering element and a traffic operations/traffic management element by May 2001. The Draft Report is expected by June 2001 with a Final Report by the July STA Board meeting.

Recommendation:

Informational



DATE: February 6, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: State Transit Assistance Funds (STAF) Call for Projects

Background:

Each year the STA receives an allocation of State Transit Assistance Funds (STAF) from the Northern Counties population-based formula administered by MTC. Historically, this funding has been used for transit capital purposes such as:

- Paratransit coaches
- Fixed-route coach local match requirements
- CNG facilities

This funding has also been used to support SolanoLinks activities in planning, marketing and administration.

In anticipation of the process of developing the FY 01-02 STAF claim with MTC, STA staff is requesting SolanoLinks Consortium member agencies to submit STAF project proposals. The deadline for submission of these proposals is Wednesday, February 28, 2001.

Recommendation:

Informational



DATE: February 6, 2001
TO: STA Board
FROM: John Harris, Deputy Director for Projects
RE: Red Top Slide Status

Background:

At the Red Top Slide Subcommittee meeting on January 18, 2001, Caltrans staff reported that the Red Top Slide SHOPP project was one of twelve projects statewide approved by Caltrans Headquarters for the new Design-Sequencing Pilot Program authorized by the passage of SB 402. Pat Pang, Caltrans project manager, stated that the flexibility provided by this pilot program will enable Caltrans to accelerate the project by at least one year. Specifically, this means that construction on the innovative drainage shaft/horizontal drains project is scheduled to begin in August 2001. Construction is currently estimated to take one year.

The above –mentioned project is involved with the larger and less stable eastern slide zone at Red Top. Caltrans is also gearing up to request 2002 SHOPP funding for the smaller western slide zone mitigation effort using the same project design. It is anticipated that Caltrans will request letters of support for this 2002 SHOPP project later this year.

Recommendation:

Informational



DATE: February 7, 2001
TO: STA Board
FROM: Dan Christians, Deputy Director for Planning
RE: Jepson Parkway Section 404 Project Purpose and Need Statement

Background:

The Jepson Parkway Section 404 process is a collaborative effort of various federal and state agencies to reach consensus on various permit issues pertaining to a NEPA Environmental Impact Statement (EIS). A Section 404 process has been underway for the Jepson Parkway project since fall 2000. The process is intended to help avoid or resolve significant issues early in the process and prevent significant delays.

Discussion:

A Draft Final Purpose & Need Statement was recently released for review and approval by the various participating agencies (see attached). The draft document incorporates the revisions discussed at the most recent project meeting held on January 11, 2001. The participating agencies have been requested to review the document and provide concurrence in writing, within 45 days of receipt of the statement.

The next meeting of the Section 404 group will be held on February 8.

Fiscal Impact:

None

Recommendation:

Informational

Attachment

Purpose and Need for the Proposed Action

The Solano Transportation Authority (STA) has identified the proposed project, known as the Jepson Parkway project, as a priority undertaking for Solano County. The project would provide a four-lane parkway between Interstate 80 (I-80) in the City of Vacaville and State Route 12 (SR 12) in Suisun City, consistent with adopted local plans.

PROJECT BACKGROUND

Planning efforts that have led to development of the Jepson Parkway Concept Plan began in the late 1980s. The following is a summary of those efforts.

- # 1989: the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG) complete a joint study of the I-80 corridor, titled the Strategic Transportation Planning Study (STPS). The STPS forecasts long-term congestion on I-80 and shows that use of I-80 by local traffic in Solano County is a major contributing factor to that congestion.
- # 1990: MTC completes the Bay Area Freeway Reliever Routes Phase II Evaluation Report. One of four routes evaluated involves improvements to Walters Road, Peabody Road, Vanden Road, and Leisure Town Road in Solano County. The three other routes evaluated were San Pablo Avenue in Alameda County, an extension of Anderson Drive in Marin County, and Capitol Expressway and Capitol Avenue in Santa Clara County. The report concludes that the projects "in all four of the corridors will be beneficial elements of an overall program for corridor traffic management" for the Bay Area and that they should proceed.
- # 1996: MTC completes the Interstate 80 Corridor Study, which advances a long-term multi-modal strategy and investment plan for improving mobility in the I-80 corridor. Recommended plan elements include an I-80 reliever route in Solano County.
- # 1997: STA completes the I-80 Reliever Route Implementation Plan Report (Phase 1), addressing a 12-mile segment of the route identified in the 1990 MTC study. This study outlines a concept of a continuous four-lane roadway from the I-80/Leisure Town Road interchange in Vacaville to the SR 12/Walters Road intersection in Suisun City. The Phase 1 report recommends a modification in the alignment along a 1.5-mile segment in the central portion of the route. In place of improvements to Air Base Parkway and Peabody Road, the Phase 1 Report recommends improvements to

parallel facilities involving an extension of Walters Road north to Cement Hill Road and a widening of Cement Hill Road between the Walters Road extension and Peabody Road. The purpose of the modified alignment is to facilitate the construction of an overpass over the Union Pacific (UP) Railroad on the Walters Road extension in order to mitigate safety and capacity constraints at the existing two-lane at-grade crossing of the UP Railroad on Peabody Road.

- # 2000: STA completes the Jepson Parkway Concept Plan. Based on extensive community input, the Concept Plan provides a coordinated strategy for developing a multi-modal corridor, linking land use and transportation decisions to support the use of alternative modes, and protecting existing and future residential neighborhoods. The Plan identifies improvements to this north-south corridor designed to provide intra-county mobility for central Solano County residents. The corridor improvements are designed to relieve existing and future congestion, address existing safety issues, and facilitate the use of alternative modes.

- # 2000: the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), and STA begin scoping for an environmental impact statement/environmental impact report (EIS/EIR) for improvements to the Jepson Parkway corridor as outlined in the Jepson Parkway Concept Plan. The three agencies also agree to initiate National Environmental Policy Act/Clean Water Act Section 404 (NEPA/404) integration, which is a formal effort to coordinate the review and approval of key EIS/EIR elements and how they address waters of the United States and associated sensitive species. The NEPA/404 integration process is supported by a memorandum of understanding between FHWA, Federal Transit Administration, U.S. Army Corps of Engineers (USACE), U.S. Environmental Protection Agency, U.S. Fish & Wildlife Service, National Marine Fisheries Service, and Caltrans.

PROJECT PURPOSE

The proposed project would be designed to meet objectives of the Jepson Parkway Concept Plan, which include: safety improvements at various locations and along various road segments; creation of advisory design guidelines that address linkages between future land uses and transportation facilities; relief from existing and anticipated traffic congestion on north-south routes in Solano County; improved and new transit, bicycle, and pedestrian facilities; and a grade-separated crossing of the UP Railroad.

Implementation of the Jepson Parkway project would assist STA in meeting the following specific purposes:

- # provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of Solano County as an alternative to using I-80;

- # provide local traffic with a safe, convenient route between Vacaville, Fairfield, Suisun City, and unincorporated areas of Solano County using existing roadways when feasible; and
- # enhance multimodal transportation options for local trips in central Solano County, including providing a safe and convenient multiuse path and increasing transit use in the area.

Each of these purposes is described in more detail below.

Provide an Integrated and Continuous Route for Local North-South Trips as an Alternative to Using I-80

One purpose of the project is to provide a continuous route for local north-south trips as an alternative to using I-80. As stated above, the 1997 Phase 1 report outlined a concept of a continuous four-lane roadway from the Leisure Town Road interchange in Vacaville to SR 12 in Suisun City. Further planning subsequent to this report resulted in the May 2000 Jepson Parkway Concept Plan. Completion of the Jepson Parkway project would fulfill STA's integrated planning effort.

The proposed action would provide a direct route between I-80 and SR 12, benefitting local traffic and providing an alternative for local mobility by providing an alternative to using I-80. The project would also provide an alternative to using an inadequate, poorly linked series of local roads that do not have transit or multimodal integration.

Provide Local Traffic with a Safe, Convenient Route Using Existing Roadways When Feasible

One purpose of the Jepson Parkway project is to provide a safe, convenient route for local north-south traffic. According to STA's 1998 Solano Travel Safety Plan, four intersections along the project corridor, including Walters Road/Air Base Parkway, Peabody Road/Vanden Road, Peabody Road/Cement Hill Road, and Vanden Road/Canon Road, are among the top forty high-accident locations in Solano County. Additionally, an existing at-grade UP Railroad crossing on Peabody Road is a considerable safety hazard in an area that can become congested during peak hours. Improvements to the project corridor, which is conveniently located for central Solano County residents, will improve roadway safety for area residents.

Another purpose of the project is to meet objectives through improvements to existing roadways when feasible. As currently defined, the project would consist largely of improvements to existing roadways; such an approach would result in fewer environmental impacts than construction of new roadways on undeveloped parcels. Additionally, use of

existing roadways would result in cost savings that would not be realized if new roadways were constructed.

Enhance Multimodal Transportation Options for Local Trips

One purpose of the proposed project is to enhance multimodal transportation options for local trips in central Solano County, including providing a safe and convenient multiuse path and increasing transit use in the area. Although a number of transit routes cross the Jepson Parkway corridor, no transit routes currently exist along the corridor. As population increases along the corridor, transit needs will also increase. The Jepson Parkway project would enhance transit options along the corridor, including mass transit and accommodations for bicycle and pedestrian traffic. Through the Jepson Parkway, STA would provide a continuous pedestrian and bicycle corridor and provide links to existing modes in the cities of Vacaville, Fairfield, and Suisun City. These improvements would enhance multimodal options for local trips.

NEED FOR THE PROJECT

The Jepson Parkway project is needed to

- # address existing and future traffic congestion for north-south mobility in central Solano County;
- # improve existing and future roadway safety along the project corridor;
- # accommodate traffic associated with future planned growth, as identified in the following adopted local plans: Metropolitan Transportation Commission's 1998 Regional Transportation Plan, Vacaville's 1990 General Plan, Fairfield's 1992 General Plan, Suisun City's 1992 General Plan, and Solano County's 1995 General Plan;
- # relieve existing and future (2001–2020) traffic congestion on I-80; and
- # support future multimodal transit options and bicycle and pedestrian use.

Each of these needs is described in more detail below.

Address Existing and Future Congestion for North-South Mobility

The Jepson Parkway project is needed to manage future traffic congestion. Studies to date indicate that without the project, 2020 traffic operations and levels of service would be extremely poor along many portions of the project corridor. With improvement to four lanes, 2020 levels of service for the corridor would improve to levels acceptable to STA; the Cities of Vacaville, Fairfield, and Suisun City; and Solano County.

Improve Existing and Future Roadway Safety

The Jepson Parkway project is needed to improve the safety of traffic operations on roadways in the project area. In 1998, STA prepared The Solano Travel Safety Plan to identify travel safety deficiencies in Solano County and to recommend a program of cost-effective travel safety programs and projects. Among the top forty high-accident locations at local intersections throughout the county were four intersections along the project corridor, including Walters Road/Air Base Parkway (ranked 23rd), Peabody Road/Vanden Road (ranked 33rd), Peabody Road/Cement Hill Road (ranked 40th), and Vanden Road/Canon Road (ranked 29th). There is a need to improve safety at these intersections; the Jepson Parkway project could include improvements that address these safety issues.

Currently, traffic crosses the UP railroad on Peabody Road. This existing two-lane at-grade crossing is proximate to a heavily used intersection (Vanden/Peabody Roads) and an access road to a local high school (Markeley Road). Over the 3-year study period used for the Safety Plan, the segment of Peabody Road that comprises the approaches to the UP crossing (between Vanden and Markeley Roads) experienced an average of seven accidents per year. The Jepson Parkway project could improve the safety and capacity of the UP crossing by providing an improved at-grade crossing or an above-grade crossing.

Accommodate Traffic Associated with Planned Growth

The Jepson Parkway project is needed to accommodate traffic associated with future planned growth. Growth outlined in approved local plans is expected to increase congestion along the project corridor. The following discussion highlights some of the approved components of these various plans.

City of Suisun City General Plan

Suisun City's 1992 General Plan shows Walters Road as a four-lane arterial with median and a 104-foot right-of-way, which includes Class 1 bicycle and pedestrian facilities. Walters

Road currently exists as a four-lane arterial with Class 1 bicycle and pedestrian facilities, with the exception of a segment between Bella Vista Drive and East Tabor Avenue, which is a two-lane arterial. A 1996 EIR prepared by Resource Management International for the 153-acre Peterson Ranch development, which is planned for the area adjacent to Walters Road between Bella Vista Drive and East Tabor Avenue, indicates that four lanes will be needed to accommodate the intended single- and multi-family dwelling units, commercial uses, parks, and school. Construction of the Peterson Ranch development is scheduled to begin in 2001.

City of Fairfield Peabody–Walters Master Plan

Fairfield's 1994 Peabody–Walters Master Plan identifies improvements planned along the Jepson Parkway corridor. The Master Plan diagram shows Walters Road being extended north in an alignment east of the McCoy detention basin as a six-lane facility as well as a widening of Cement Hill Road to four lanes.

City of Fairfield General Plan

Vanden Road, in the Jepson Parkway project corridor, is primarily contained within Phasing Area D of Fairfield's 1992 General Plan. Phasing Area D, a future growth area for the city, encompasses approximately 6,000 acres east of Peabody Road and north of Travis Air Force Base. The City's General Plan includes a land use concept for Phasing Area D that would accommodate approximately 7,800 housing units, a 1,400-acre research and development technology park, and office and commercial uses. Exhibit CI-1 of the general plan conceptually shows Vanden Road as needing "roadway improvements" to accommodate the planned growth. Specifically, Vanden Road is proposed for widening to four lanes, as indicated in the Circulation Chapter in the General Plan Technical Document.

The City of Fairfield is presently considering revisions to the City's General Plan that would eliminate Phasing Area D. If the General Plan is revised, Phasing Area D would be redesignated for an 800-acre technology park, an area to be reserved for expansion of Travis Air Force Base, and open space uses. The City anticipates that the proposed revisions will be ready for adoption in early 2002.

City of Vacaville General Plan

In the City of Vacaville's 1990 General Plan Major Roadway Improvements exhibit, Leisure Town Road is indicated as requiring widening from two to six lanes between I-80 and Alamo Drive. This widening is scheduled to meet existing traffic demands and potential growth in the area. The Vacaville City Council has initiated an amendment to the General Plan to reduce the ultimate width of Leisure Town Road between Orange Drive and Alamo Drive from six lanes to four lanes. The General Plan also shows the extension of Leisure Town Road to Vanden Road so that it aligns with the proposed extension of Foxboro Parkway.

Solano County General Plan

According to the Land Use and Circulation Element of the Solano County General Plan (1980, as amended through 1995), rapid growth of the county over the past four decades has been enhanced by accessibility to the San Francisco and Sacramento metropolitan areas, the location of government employment centers such as Travis Air Force Base, and moderate housing costs. The general plan assumes that Solano County will continue to grow in response to its proximity to the San Francisco and Sacramento areas.

Relieve Existing and Future Traffic Congestion on Interstate 80

The 1989 STPS indicates that the project is needed to help alleviate current and future congestion on I-80 associated with local traffic in Solano County. The STPS showed that local Solano County traffic was a major factor contributing to congestion on I-80, and that this impact would escalate as the county grows and regional traffic increases. The study recommended improvements to local arterial roadways to provide local trips along a continuous route from the Leisure Town Road/I-80 interchange in Vacaville to Interstate 680 (I-680). According to STA's I-80 Reliever Route Implementation Plan Report, the 18 miles of I-80 between the Leisure Town Road interchange and I-680 includes the most congested segments of the freeway in central Solano County.

The Jepson Parkway project alone cannot alleviate congestion associated with I-80. The State of California recognizes this and has provided \$13 million in its Transportation Plan for STA to develop an I-80 corridor study and make initial improvements to I-80 and the I-80/I-680 interchange. Currently, STA's priority is to develop an improvement plan for the I-80/I-680 interchange. Based on studies developed in the late 1980s, the cost of such improvements will exceed \$400 million.

Planned improvements to I-80 include:

- # **Phase 1 I-80/I-680 Interchange Improvements.** As part of phase 1 of the Corridor Study, STA and Caltrans are preparing a project study report (PSR) for improvements to the I-80/I-680 interchange.
- # **Improvements to the I-80/I-680 Interchange.** To address traffic congestion problems in the interim of the Phase 1 improvements, Caltrans has funded a \$19 million improvement to the I-80/I-680 interchange involving a second lane on the ramps connecting I-680 with both directions of I-80 east of the interchange. This improvement is slated to be completed by 2003, when the Benicia-Martinez and Carquinez Bridge improvements are completed.

- # **Improvements to the I-80/Interstate 505 Interchange.** Caltrans is preparing a PSR for improvements to the I-80/Interstate 505 interchange in Vacaville. This PSR focuses on improvements to existing weave conditions.
- # **Construction of Additional Lanes.** The State Transportation Improvement Program includes \$9 million for Caltrans to widen I-80 from six to eight lanes between Meridian and Pedrick Roads, from east of Vacaville to east Dixon.
- # **High Occupancy Vehicle Lane.** MTC's Regional Transportation Plan includes a high occupancy vehicle (HOV) lane on I-80 in Solano County; however, funding for construction of the HOV lane has not been identified as of this time.

Support Future Multimodal Transit Options

The Jepson Parkway project is needed to support future multimodal transit options in central Solano County. The proposed Fairfield/Vacaville multimodal train station near the Peabody Road/Vanden Road intersection is planned as a multimodal transportation hub for the Capitol Corridor intercity passenger train service and for feeder bus systems serving the train station. The 1994 Fairfield/Suisun Short-Range Transit Plan also projects that an additional route to the northern part of Fairfield may be needed by 2004. Finally, the Solano Intercity Transit Concept Plan identifies the need for enhanced transit service between the Cities of Fairfield and Vacaville beginning in 2005–2010. The Intercity Transit Concept Plan is currently being updated; the need for enhanced transit service will appear in this update.

The proposed project is also needed to meet planning goals of the Countywide Bicycle Plan. Along the project corridor, this plan shows a Class I bike path along Leisure Town Road between Elmira and Hawkins Roads and along the realigned portion of Vanden Road. A Class II bike path is shown along Leisure Town Road between Alamo and Elmira Roads, along Vanden Road, and along Walters Road. A draft of an updated Countywide Bicycle Plan describes bikeways along the Jepson Parkway project corridor as priority projects.

Finally, an update of the Countywide Rail Facilities Plan, last revised in 1995, is currently underway. The Fairfield/Vacaville Rail Station, which was included in the 1995 plan, is one of three stations being evaluated in the update. This rail station is at the corner of Peabody and Vanden Roads, a major intersection along the Jepson Parkway project corridor.

REFERENCES

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_____. 1994. City of Fairfield Peabody–Walters master plan. Prepared by Stephen Lafer & Associates, Design for Community Places, MacKay & Somps, Creegan + D'Angelo, Sasaki Associates, Zentner & Zentner, Harlan Tait Associates, and TJKM. Adopted September 6, 1994.

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J. Kaplan & Associates. 1994. The FY 1994–1995 to 2003–2004 Short range transit plan for Fairfield/Suisun Transit. June 1994.

Metropolitan Transportation Commission. 1990. Bay Area freeway reliever routes phase II evaluation report. June 1990.

_____. 1996. Interstate 80 corridor study, final report. November 1996.

_____. 1998. Regional transportation plan.

Metropolitan Transportation Commission and the Sacramento Area Council of Governments. 1989. Strategic transportation planning study for Interstate 80.

Solano County Planning Department. 1995. Solano County general plan. As amended through July 1995.

Solano Transportation Authority. 1997. I-80 reliever route implementation plan report. Prepared by Korve Engineering and Smith & Kempton. May 1997.

_____. 1998. Solano travel safety plan.

_____. 2000. Jepson Parkway concept plan. Prepared by Moore Iacofano Goltsman, Inc. May 2000.



DATE: February 6, 2001
 TO: Board Members
 FROM: Robert Guerrero, Planning Assistant
 RE: Funding Opportunities (For Information Only)

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

Fund Source	Application Available From	Applications Due
Section 5310 Bus Purchase Program	Kate Miller MTC (510) 464-7722	February 27, 2001
2001-02 BAAQMD Transportation Fund for Clean Air	Dan Christains STA (707) 422-6491	March 16, 2001
Transportation for Livable Communities Program (Capital)	Karen Frick MTC (510) 464-7704	March 29, 2001
Bay Trail Program	Janet McBride ABAG, Bay Trail Coordinator (510) 464-7935	April 6, 2001
Safe Route to Schools, Second Cycle	Rich Monroe Local Assistance Engineer District 4 (510) 286-5226	May 22, 2001
Bicycle Transportation Account	David Priebe Caltrans (916) 653-2750	Applications will be available in March. Applications Due: Late June



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:

**2001- 2002 Solano Transportation Fund for Clean Air
Program
(40% Program Manager Funds)**

Applications Due: March 16, 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 program budget of at least \$315,000 is available 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:

Transportation for Livable Communities Program (Capital)

Applications Due: March 29, 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 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 from \$150,000 to \$2 million. At least 11.5% local match is required.

Eligible Projects: Eligible capital projects include streetscape improvements, transit-, pedestrian-, and bicycle-oriented developments. This program encourages redevelopment efforts that add housing and economic vitality to older business and community centers throughout the region. Projects that provide pedestrian, bicycle and transit links to these centers qualify for this program.

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.

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:

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.



FUNDING OPPORTUNITY:

Safe Routes To School (SR2S), Cycle II

Applications Due: May 22, 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 cannot 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:

Bicycle Transportation Account

Applications will be available in March

Applications Due: Late June

TO: STA Board

FROM: Robert Guerrero, Planning Assistant

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

Eligible Project Sponsors: Cities and Counties are eligible to apply for BTA funds and may apply on behalf of an agency that is not a city or county but proposes construction of a bicycle project.

Program Description: The program is intended to assist cities and counties fund bicycle projects.

Funding Available: \$7.2 million available Statewide. 10% local match is required.

Eligible Projects: Eligible projects include: New bikeways serving major transportation corridors, bicycle parking racks, bicycle carrying facilities on public transit vehicles, installation of traffic control devices to improve safety and efficiency, elimination of hazardous conditions on existing bikeways, planning, and improvements and maintenance of bikeways.

Further Details: The BTA program guidelines are being revised. STA Staff will keep interested members informed on any changes as the program develops.

Program Contact Person: David Priebe, Caltrans, and (916) 653-2750.

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